

cta
Owl service



Owl Network Study

Bus system

3	King	56A	Milwaukee North
4	Carriage Grove	56	58th-61st
7	Harrison	60	Blue Island 28th
8	Halsted	62	Archer
9	Ashland	63	63rd
12	Roosevelt	65	Grand
18	16th-18th	66	Chicago
20	Madison	67	67th 69th 71st
31	Carmel	68	Northwest Highway
22	Clark	70	Division
24	Wentworth	72	North
27	South Dearborn	73	Archer
28	Stony Island	74	Halsted
29	State	75	74th-76th
34	Michigan South	76	Division
36	36th	78	Montrose
38	Broadway	77	Burnham
39	Parkway	78	78th
40	O'Hare press	80	Irving Park
43	43rd	81	Lewistown
44	Walpole Racine	85	Central
47	47th	88	Higgins
48	Western	92	Pasadena
48A	Western, South	93	California North
49B	Western, North	95	83rd-95th
50	Damen	103	103rd-West
51	51st	104	Pullman
52	Kedzie California	106	103rd-106th
53	Pulaski	112	Vincennes 111th
54	Cicero	126	Jackson
56	Milwaukee	155	Division

Rail system

West Northwest	CM	Congress-Milwaukee
North South	DM	Douglas-Milwaukee
East	EW	Englewood Howard
West South	JH	Jackson Park Howard
West South	LD	Lake Dan Ryan
Others	E	Evans

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Scale of miles

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Chicago Transit Authority
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Bus system

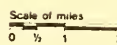
3	Ring	56A	Midwest North
4	Cottage Grove	59	59th 61st
5	Harrison	70	Blue Island 26th
6	Harwood	72	Archer
8	Ashland	63	63rd
12	Roosevelt	65	Grand
18	18th 18th	66	Chicago
30	Madison	67	67th 69th 71st
21	Cermak	68	Northwest Highway
22	Clark	70	Division
24	Westbrook	72	Norm
27	South Dearborn	73	Algonquin
28	Stony Island	74	Algonquin
29	State	75	Algonquin
34	Michigan South	76	Division
35	35th	77	Belmont
36	Broadway	78	Montrose
38	Peoria	79	79th
40	O'Hare Express	80	Irving Park
43	43rd	81	Lewisville
44	Wallace Racine	85	Central
47	47th	88	Hegons
49	Western	89	Foster
49A	Western South	93	California North
49B	Western North	95	53rd 55th
50	Damen	103	103rd West
51	51st	104	Pullman
52	Kedzie California	105	103rd 106th
53	Pulaski	112	Vernon 111th
53A	Pulaski South	126	Jackson
54	Cicero	155	Devon
56	Midwest		

Rail system

West Northwest
DM Congress-Midway
DM Douglas-Midway
North South
EH Englewood Howard
JH Jackson Park Howard
West South
LD Lake Dan Ryan
Others
E Evanston

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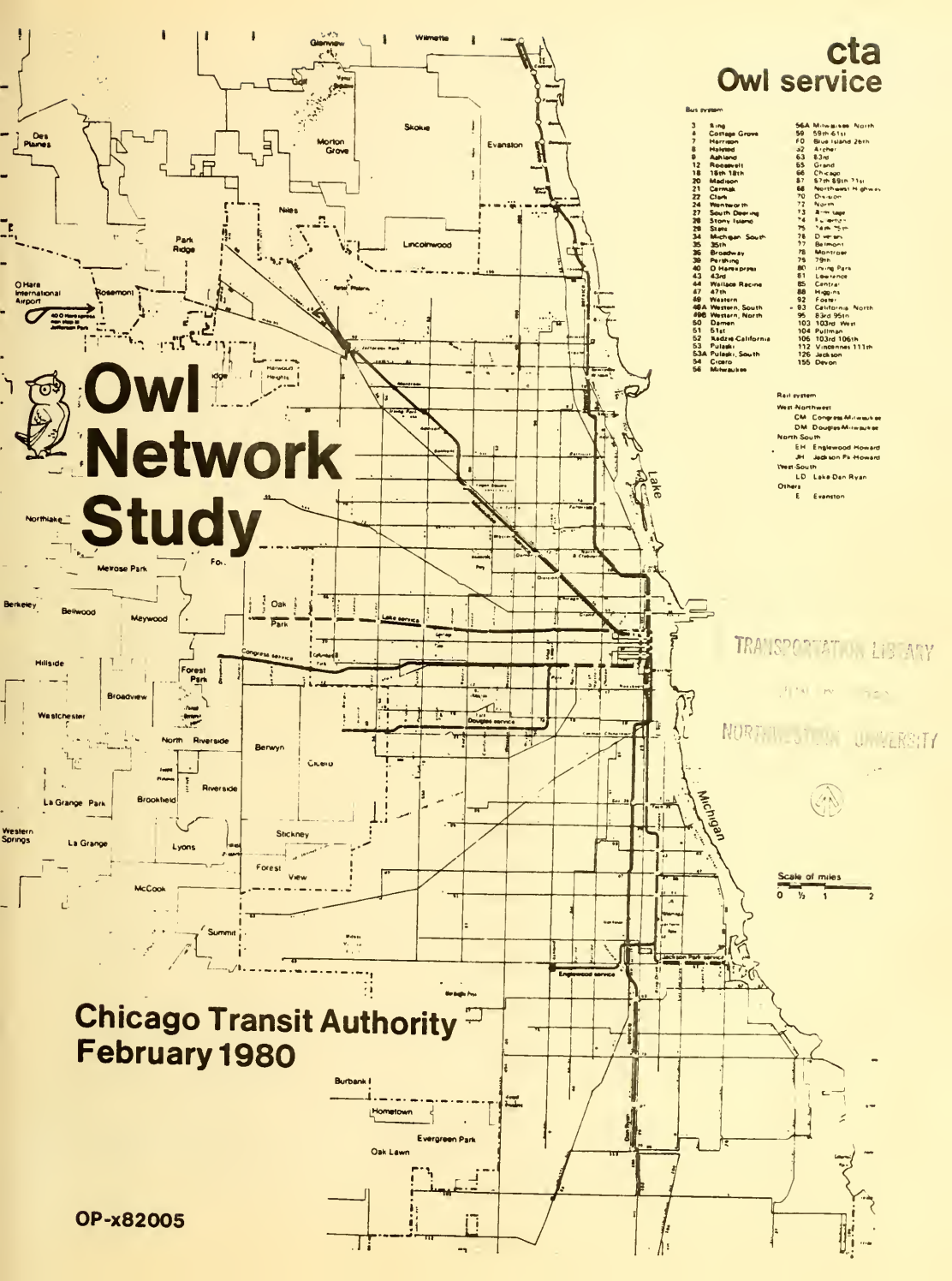


Chicago Transit Authority
February 1980

OP-x82005



Owl Network Study





CHICAGO TRANSIT AUTHORITY

OWL NETWORK STUDY

PROJECT NO. IT-09-0083

"This report is the product of a project (or study) financed (in part) by the U.S. Department of Transportation, Urban Mass Transportation Administration.

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1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Chicago Transit Authority Owl Network Study		5. Report Date January 14, 1980	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
		9. Performing Organization Name and Address Chicago Transit Authority Merchandise Mart Plaza PO Box 3555 Chicago, Illinois 60654	
10. Work Unit No. (TRAIS)		11. Contract or Grant No. IT-09-0083 - UWP #0322.07	
		12. Sponsoring Agency Name and Address U. S. Department of Transportation Urban Mass Transportation Administration 400 Seventh Street, S. W. Washington, D.C. 20590	
13. Type of Report and Period Covered Final Report July, 1977 - Jan., 1980		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract This project is a study and analysis of the extensive network of routes operated by CTA in the owl period (midnight to 0500 hours), and the trip characteristics and travel patterns of the approximately 30,000 riders. This is necessary because little information has been available on CTA owl services/ridership, and owl service has stayed essentially constant for many years, even though riding patterns may have changed significantly. This study has defined the characteristics and volumes of owl passenger movements, including trip frequency, purpose, duration and length of trip, and associated travel parameters. This information is necessary to show if and where changes in service are needed, and provide a data base to support such recommendations. Potential changes would include reroutes, service frequencies, hours of service, and route extensions or eliminations in the owl period. There is potential for service changes which would increase cost-effectiveness to the CTA while at the same time improving service to CTA riders. This study has produced several different data sources which are discussed in detail throughout the report: on-board riding counts, a trilingual origin-destination survey, a transfer collection by operators, surveys by Service Employees International Union Local 25 and the Building Managers Association of Chicago, and a survey of owl service in other major North American cities. This data was analyzed and provides a thorough picture of CTA's owl service and the passengers who use it.			
17. Key Words Owl service On-board riding counts Origin-Destination survey Trip characteristics Travel patterns		18. Distribution Statement Available to the Public through the National Technical Information Service Springfield, Virginia 22161	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages	22. Price

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EXECUTIVE SUMMARY

The objective of this study was to collect and analyze data of the extensive network of routes operated by CTA in the owl period to reveal the trip characteristics and travel patterns of the approximately 30,000 riders. It has led to changes in owl services which will result in cost savings and better service. As the detailed information is evaluated more closely, additional recommendations are likely to be made.

The owl period is defined as the five-hour span of time between 2400 and 0500 hours. An owl route is any bus or rapid transit route that operates continuously around the clock.

The data sources include on-board riding counts, a trilingual origin-destination survey, a transfer collection by operators, survey by Service Employees International Union Local 25 and the Building Managers Association of Chicago, and a survey of owl service in other major North American cities. This data provides a thorough picture of owl services and the passengers who use it.

A comprehensive description of owl service was completed. These findings are of particular significance.

- The total Monday through Friday ridership on all bus and rail routes in the owl period is 30,800 per day (23,300 bus; 7,500 rail). This amounts to 10 million riders per year; greater than the total annual ridership of any one of about 57% of American transit systems.
- Four rail and 63 bus routes operate around the clock, requiring 45 rapid transit cars and 166 buses at the time of least service.
- Service operates not more than 30 minutes apart for almost three-fourths of the owl bus routes and all of the owl rail routes for most of the five-hour period.
- The annual cost of providing transportation operating personnel on owl routes in the owl period represents 4.1% of CTA's total budget for transportation operating personnel.
- The vehicle mileage operated on 24-hour routes in the owl period in December, 1977, was 12,380 bus miles (5% of daily bus total) and 6,291 rail car miles (3% of daily rail total).
- Riding patterns developed around the all-night transit service which has operated on many routes in Chicago for up to 75 or more years. Much of the owl service offered today was offered by two of the three private properties that were consolidated in 1947 to make up the Chicago Transit Authority.

Riding counts were completed on all weekday and a sample of weekend owl trips. The information collected included passengers boarding and alighting by stop, and arrival times at timepoints. The following are some major findings.

In the owl period (2400 to 0500 hours), on those routes which operate 24-hours a day:

- The total volume of passengers is 26,770 (19,539 bus; 7,231 rail).
- The average number of passengers on each one-way trip is 13 per bus trip and 21 passengers per rail car trip.
- There were some owl trips which carried 70 or more passengers.
- The volume of passengers boarding per vehicle mile average 1.6 per bus mile and 1.4 per rail car mile. This compares to a system average of 6.5 passengers per bus mile, and 3.1 passengers per rail car mile.
- The average unlinked trip length for owl riders is: rail, 7.3 miles; bus, 2.3 miles. These figures are essentially the same as trip lengths during the day.
- Weekday owl ridership constitutes about 1.4% of total daily ridership, but the majority of these passengers make only one-half of a daily round trip in the owl period and would probably not use CTA for the other half of their daily round trip if they could not ride at this time. The presence of owl service, therefore, generates about 2.5% of CTA rides.

An on-board survey was distributed while the riding counts were being taken. It was found that the typical owl rider:

- is male
- is between 25 and 44 years old
- is employed full-time
- has a yearly household income between \$5,000 and \$9,999
- is transit dependent, having no automobile available
- makes trip for the purpose of work
- makes trip five or more times a week
- walks to bus/train, generally a distance of no more than three blocks

- walks to destination from bus/train, but again no more than three blocks
- makes most of his trips to and from the Central Business District (CBD) rather than any other area

A transfer collection was completed by all fare-collecting employees who worked p.m. or midnight runs/tricks on Saturday, December 17, 1977, through Tuesday, December 20, 1977. It was found that the estimated owl ridership for each weekend night is approximately two-thirds of weekday owl ridership.

In conjunction with CTA's Owl Study survey, data was collected by the Service Employees International Union (SEIU) Local 25 and Building Managers Association of Chicago. These organizations offered to help and cooperate with CTA on this study because many of the SEIU members work as maintenance and security workers in the office buildings downtown during the late evening and early morning hours. The following are some of the major findings.

- 78% of SEIU members ride CTA to/from work
- 18% of all CTA owl riders are SEIU members

Data regarding owl services was gathered on 12 major North American transit properties which were most comparable to CTA in their services. A survey was sent to these properties, requesting information on their owl services. The survey included all of the six other U.S. and two Canadian properties that operate heavy rail rapid transit, as of March, 1978. It was found that:

- the percentage of owl-to-peak service is lower than CTA's, with a median of 1.5% of vehicles and 10% of routes compared with CTA's owl-to-peak service of 7% of vehicles and 48% of routes
- all but one of the properties surveyed offers some kind of owl service
- four (including CTA) out of the seven U.S. properties that operate heavy rail transit operate all night long
- neither of the Canadian cities operates heavy rail all night, but they do replace it with bus service

Service Changes and Other Recommendations

As a result of this study, in September, 1978, Montrose owl service was discontinued due to extremely low ridership; this made it possible to extend the western terminal of the route five blocks to Chicago-Read Mental Health Center. About 35 passengers were carried on the owl trips discontinued,

while 250 are riding daily on the route extension. Cost savings of the owl discontinuance are approximately \$50,000 annually.

Bus route #49B North Western owl schedule has been revised to provide more convenient transfer connections. In December, 1978, trip times were shifted to make as many connections as possible, especially with #49 Western bus and Ravenswood 'L' in the predominant directions. Results were improved ridership and passenger convenience at no increase in cost.

In November, 1979, #62 Archer route owl headways were changed to better reflect the heavy ridership in the early part of the owl period and the lighter ridership later in the night. The trip times were scheduled to make as many convenient connections as possible with other owl routes, again with no cost increase.

This study has produced several different data sources, some of which still need more extensive study and analysis. Therefore, a more detailed analysis by route, of the ridership data collected under the Owl Network Study is continuing.

This analysis will be useful in planning future service alternatives by comparing the costs of proposed service changes against the benefits anticipated through changes in demand due to changes in passenger convenience.

Further recommendations on owl routings and scheduling changes will be made as individual routes are evaluated.

DHR/sj
January 14, 1980

CHAPTER 1

INTRODUCTION

The Chicago Transit Authority was granted funds by the Urban Mass Transportation Administration to undertake a technical study of CTA's owl service network. This \$50,000 study was element 0322.10 of the Chicago region's Unified Regional Planning Program, funded for Fiscal Year 1978 as project #IT-09-0083. In July, 1978, the project budget was increased to \$58,000. (See Appendix 1.1.)

This project is a study and analysis of the extensive network of routes operated by CTA in the owl period, and the trip characteristics and travel patterns of the approximately 30,000 riders. This is necessary because little information has been available on CTA owl services/ridership, and owl service has stayed essentially constant for many years, even though riding patterns may have changed significantly.

This study has defined the characteristics and volumes of owl passenger movements, trip frequency, purpose, duration and length of trip, and associated travel parameters. This data is needed to show if and where changes in service are needed, and provide a data base to support such recommendations. Potential changes would include reroutes, service frequencies, hours of service, and route extensions or eliminations in the owl period. There is potential for service changes which would increase cost-effectiveness to the CTA while at the same time improving service to CTA riders.

The owl period is defined as the five-hour span of time between 2400 and 0500 hours. An owl route is any bus or rapid transit route that operates continuously around the clock.

The different data sources which have been produced are discussed in detail throughout the report: on-board riding counts, trilingual origin-destination survey, a transfer collection by operators, surveys by Service Employees International Union Local 25 and the Building Managers Association of Chicago, and a survey of owl service in other major North American cities. This data was analyzed and provides a thorough picture of CTA's owl service and the passengers who use it. All the survey data was designed to be compatible with a CTA systemwide origin-destination survey to be undertaken in the near future, so that duplicative efforts are avoided and maximum use made of the data.

This study not only examined the CTA owl service, but the entire Chicago region's owl service. Data was collected on the South Suburban Safeway #356 bus route, which is the only non-CTA owl service offered in the region.

In Chapter 2 a description of CTA owl service is presented. A description of the owl routes and the required vehicles and personnel, mileage, headways, personnel costs and passengers are discussed. There are comparisons between the owl and peak period, and figures and tables illustrating CTA's owl service.

The next chapter describes the on-board riding counts which were completed on all weekday and sample weekend owl services. The information col-

lected included passengers boarding and alighting by stop, and arrival times at time points. The amount of coverage and procedures used to summarize all the counts are discussed along with several graphs and tables summarizing the findings.

The implementation and analysis of the on-board owl survey is discussed in Chapter 4. The survey document, distribution, data editing, survey weaknesses and comparative data are all described. The survey findings are presented along with several tables, graphs, and maps illustrating the results.

The fifth chapter is a discussion of the transfer collection completed by all fare-collecting employees, who worked p.m. or midnight runs/tricks on Saturday, December 17, 1977, through Tuesday, December 20, 1977. The data summary and findings are described and depicted through the use of tables.

Chapter 6 presents the survey data collected by the Service Employees International Union (SEIU) Local 25 (13,000 members) and Building Managers Association of Chicago (BMAC) (170 members). These organizations offered to help and cooperate with CTA on this study because many of the SEIU members work in the office buildings downtown during the late evening and early morning hours. The results from both surveys are described along with tables and maps illustrating the findings.

A survey was sent to 11 other major North American transit properties regarding their owl service. The data obtained was summarized and discussed in Chapter 7.

Chapter 8 summarizes conclusions of the study and discusses recommendations resulting from it. It was concluded that this project was a successful study and data collection effort on the extensive network of routes operated by CTA in the owl period. Owl service changes on two routes have been implemented concurrently with other changes on those routes, as a result of the study. However, this study provided for only general levels of route/ridership analysis; more specific route-by-route analysis is needed in order to proceed with further recommendations for service changes which could improve the level of service and cost-effectiveness of CTA's owl service network. Accordingly, funds have been allocated in the Chicago region's Unified Work Program for this very important second phase of the Owl Network Study. This will enable us to complete detailed analysis of ridership patterns and from that suggest changes in routings, trip times or other parameters.

CHAPTER 2

DESCRIPTION OF CTA OWL SERVICE

2.1 Brief History of Owl Service

The Chicago Transit Authority is a consolidation of three private properties: The Chicago Surface Line (CSL) and Chicago Rapid Transit Company (CRT) purchased in October, 1947, and the Chicago Motor Coach Company, purchased in November, 1952. None of the Chicago Motor Coach services operated 24 hours a day, and so the owl service which is operated today comes from services which were operated by CSL and CRT.

Riding patterns developed around the all-night transit service which has operated on many routes in Chicago for up to 75 or more years. Most of the CSL's streetcar lines ran 24 hours a day, 7 days a week. For example, "60 of the 97 routes provided 24-hours-a-day service in 1928. The frequency of service is amazing. The Archer and Madison line had cars every 10 minutes through the early morning hours, and many other lines had 15 minute service."¹ CTA owl service headways are longer today, but approximately 40 of those former 60 streetcar lines have bus service operating at all times.

The CRT also operated 24-hours-a-day, 7-days-a-week service on all its routes. The CTA continued to operate owl service on all of these routes until September 13, 1976, when owl service on the Ravenswood rapid transit service was discontinued. The Skokie Swift service, which opened in 1964, never had owl service.

2.2 Routes

CTA operates 4 rail and 63 bus routes around the clock. CTA's weekday and weekend owl services are exactly the same except for #44 Wallace-Racine which has different weekday and weekend north terminals. The bus and rail routes operated in December, 1977, are as follows (see Figure 2.1):

Rail routes: West-Northwest
 CM Congress-Milwaukee
 DM Douglas-Milwaukee
North-South
 EH Englewood-Howard
 JH Jackson Park-Howard
West-South
 LD Lake-Dan Ryan

 E Evanston

¹Lind, Alan., Chicago Surface Lines: An Illustrated History; Transport History Press, 1974.

Bus routes:	<u>Number</u>	<u>Name</u>	<u>Number</u>	<u>Name</u>
	3	King	56A	Milwaukee, North
	4	Cottage Grove	59	59th-61st
	7	Harrison	60	Blue Island-26th
	8	Halsted	62	Archer
	9	Ashland	63	63rd
	12	Roosevelt	65	Grand
	18	16th-18th	66	Chicago
	20	Madison	67	67th-69th-71st
	21	Cermak	68	Northwest Highway
	22	Clark	70	Division
	24	Wentworth	72	North
	27	South Deering	73	Armitage
	28	Stony Island	74	Fullerton
	29	State	75	74th-75th
	34	Michigan, South	76	Diversey
	35	35th	77	Belmont
	36	Broadway	78	Montrose
	39	Pershing	79	79th
	40	O'Hareexpress	80	Irving Park
	43	43rd	81	Lawrence
	44	Wallace-Racine	85	Central
	47	47th	88	Higgins
	49	Western	92	Foster
	49A	Western, South	93	California, North
	49B	Western, North	95	83rd-95th
	50	Damen	103	103rd, West
	51	51st	104	Pullman
	52	Kedzie-California	106	103rd-106th
	53	Pulaski	112	Vincennes-111th
	53A	Pulaski, South	126	Jackson
	54	Cicero	155	Devon
	56	Milwaukee		

A comparison between owl and peak hour bus and rail service shows the following:

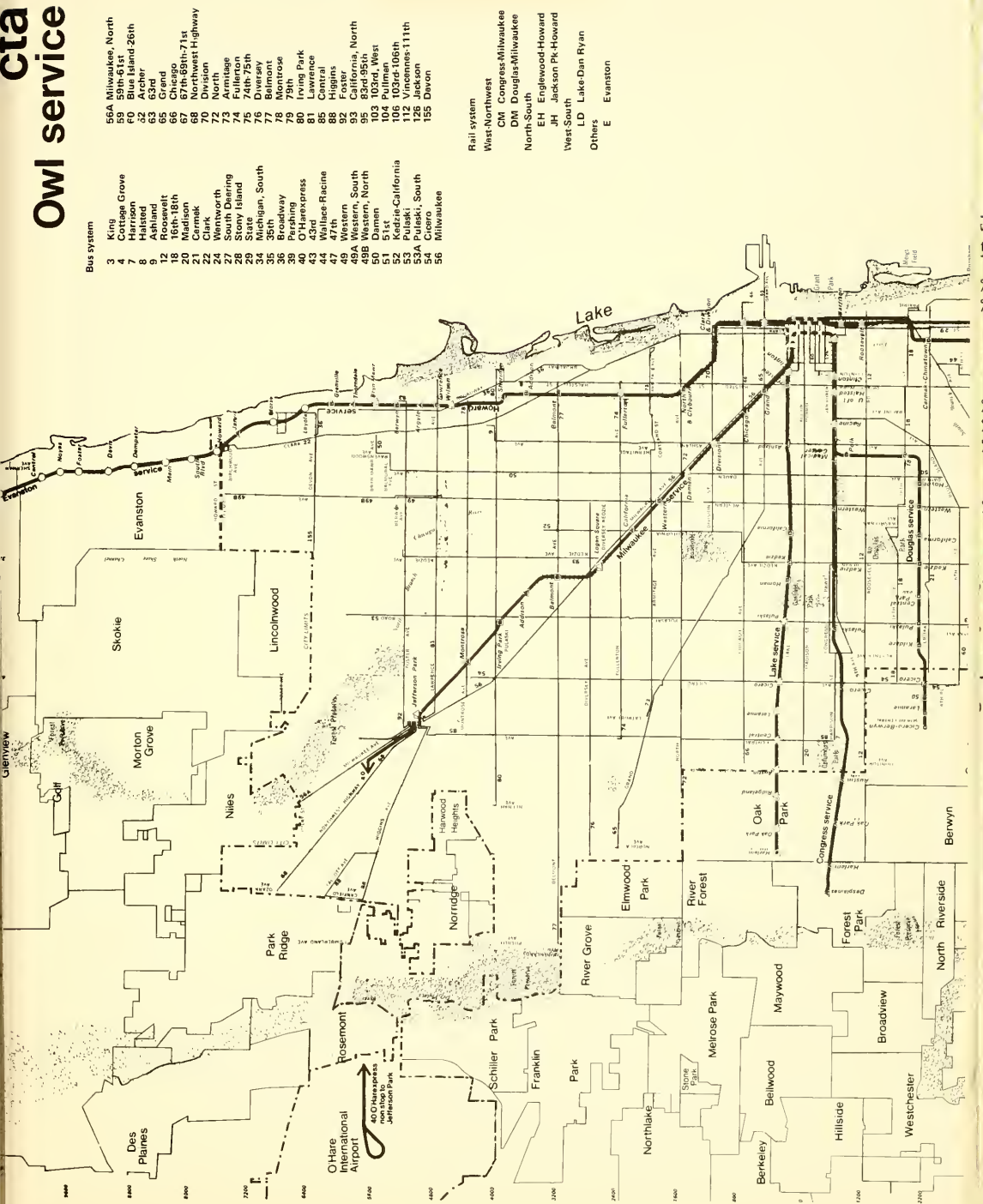
	<u>Number of routes</u>		<u>Percent owl to peak</u>
	<u>weekday</u>	<u>peak owl</u>	
bus	134	63	47%
rapid transit	6	4	67%

NOTE: Reflects schedule data as of December, 1977.

The overall data used in this report is from December, 1977, so that it is comparable to the owl data which was collected at that time, and since owl vehicle/personnel requirements and ridership have not fluctuated much to this day.

cta Owl service

Figure 2.1



Bus routes:	<u>Number</u>	<u>Name</u>	<u>Number</u>	<u>Name</u>
	3	King	56A	Milwaukee, North
	4	Cottage Grove	59	59th-61st
	7	Harrison	60	Blue Island-26th
	8	Halsted	62	Archer
	9	Ashland	63	63rd
	12	Roosevelt	65	Grand
	18	16th-18th	66	Chicago
	20	Madison	67	67th-69th-71st
	21	Cermak	68	Northwest Highway
	22	Clark	70	Division
	24	Wentworth	72	North
	27	South Deering	73	Armitage
	28	Stony Island	74	Fullerton
	29	State	75	74th-75th
	34	Michigan, South	76	Diversey
	35	35th	77	Belmont
	36	Broadway	78	Montrose
	39	Pershing	79	79th
	40	O'Hare Express	80	Irving Park
	43	43rd	81	Lawrence
	44	Wallace-Racine	85	Central
	47	47th	88	Higgins
	49	Western	92	Foster
	49A	Western, South	93	California, North
	49B	Western, North	95	83rd-95th
	50	Damen	103	103rd, West
	51	51st	104	Pullman
	52	Kedzie-California	106	103rd-106th
	53	Pulaski	112	Vincennes-111th
	53A	Pulaski, South	126	Jackson
	54	Cicero	155	Devon
	56	Milwaukee		

A comparison between owl and peak hour bus and rail service shows the following:

	<u>Number of routes</u>		
	<u>weekday</u>	<u>peak owl</u>	<u>Percent owl to peak</u>
bus	134	63	47%
rapid transit	6	4	67%

NOTE: Reflects schedule data as of December, 1977.

The overall data used in this report is from December, 1977, so that it is comparable to the owl data which was collected at that time, and since owl vehicle/personnel requirements and ridership have not fluctuated much to this day.

cta Owl service

Bus system

3	King	66A Milwaukee North
4	Canfield Grove	67 67th-81st
7	Harrison	F3 Blue Island 26th
8	Maitland	68 Ashland
9	Ashland	63 63rd
12	Roosevelt	65 Grand
18	18th-18th	66 Chicago
20	Madison	67 67th-81st 71st
21	DuSable	68 Northwest Highway
22	Clark	70 Division
24	Wentworth	72 North
27	South Dearborn	73 Armitage
28	Stony Island	74 Fullerton
29	Lease	75 14th-19th
34	Michigan South	76 Oversey
35	State	77 Bennett
36	Broadway	78 Montrose
39	Perkins	79 79th
40	O'Donnell	80 Irving Park
41	Madison	81 Lawrence
44	Waltz Racine	85 Central
45	Western	88 Higgins
47	Wentworth	92 Pfeiffer
48A	Western South	93 California North
48B	Western North	95 52nd-55th
50	Damen	97 102nd-107th
51	51st	104 Pullman
52	André California	106 102nd-106th
53	Pulaski	112 Wisconsin 111th
53A	Pulaski South	126 Jackson
54	Cornish	155 Devon
56	Milwaukee	

Rail system

West Northwest	OM Congress-Milwaukee
West North	DM Douglas-Milwaukee
North South	EH Eisenhower Howard
West South	JK Jackson & Howard
West South	LD Lake Dan Ryan
Diverse	E Evanston



Scale of miles
0 1/2 1 2

Graphics by CTA
General Operations Division
Operations Planning Department

OP-y78273 10-30-78 nsj

Figure 2.1

CTA owl service coverage, using a standard of within 3/8 of a mile of any CTA owl bus or rail route is shown on Appendix 2.1, while Appendix 2.2 shows CTA peak hour service within 3/8 of a mile of any CTA bus or rail route. The photograph, Figure 2.2, shows five owl buses meeting as scheduled at the intersection of Ashland, Blue Island and Cermak at 0230 hours.

2.3 Vehicles

There are 45 rapid transit cars and 166 buses required for owl service operation. Appendix 2.3 illustrates the rail cars and buses in scheduled service for a 24-hour weekday operation, and Appendix 2.4 shows buses in service by route (including non-owl routes) between 2400 and 0500 hours. The table below compares the owl and peak hour vehicle requirements.

	<u>Vehicles in service</u>		<u>Percent owl to peak</u>
	<u>weekday peak</u>	<u>owl</u>	
buses	2,134	166	8%
rapid transit cars	888	45	5%

NOTE: Reflects schedule data as of December, 1977.

2.4 Mileage

The scheduled weekday revenue vehicle mileage operated on all routes in December, 1977, was 260,931 bus miles and 161,013 rail car miles. In comparison the total mileage operated on owl routes between 2400-0500 hours was 12,380 bus miles (5% of daily bus total) and 5,291 rail car miles (3% of daily rail total).

2.5 Owl Service Headway

The majority of owl bus routes (71%) and rail routes (50%) operate on a 30-minute headway. The following shows the headways and total corresponding number of bus and rail routes.

<u>Headways (minutes)</u>	<u>Number of owl rail routes</u>	<u>Number of owl bus routes</u>
15	2	1
20	-	1
30	2	46
45	-	7
60	-	7
90	-	1

NOTE: Reflects schedule data as of December, 1977.

Figure 2.2



Five buses, north and southbound #9 Ashland, east and westbound #21 Cermak, and eastbound #60 Blue Island (not shown), meeting at the intersection of Ashland, Blue Island and Cermak at 0230 hours.

These headways are not the average headways but are the widest headways operated during the owl period. An example of this is #36 Broadway bus route, which is included in the 30-minute headway category, but operates at this headway for only approximately an hour and a half during the owl period.

2.6 Personnel

The Transportation operating personnel required to operate the vehicles include: 166 bus operators, 22 motormen, 22 conductors, and 1 rapid transit operator. In addition, there are 71 rail station agents, 1 assignment clerk, 9 yard foremen, and 5 towermen required. The following compares the required vehicle-operating personnel for the weekday peak and for the owl period.

VEHICLE TRANSPORTATION OPERATING PERSONNEL REQUIRED BUS & RAPID TRANSIT

	<u>Amount of service</u>		<u>Percent owl to peak</u>
	<u>weekday peak</u>	<u>owl</u>	
bus operators	2,134	166	8%
rapid transit motormen, conductors, operators	352	45	13%

NOTE: Reflects schedule data as of December, 1977.

2.7 Personnel Cost

The daily cost of providing transportation operating personnel for owl service are shown in the following table:

<u>PERSONNEL COST</u>					
<u>Category</u>	<u>Number</u>	<u>Hourly wage</u>	<u>Hours of owl service</u>	<u>Overhead multiplier</u>	<u>Total cost</u>
bus operators	166	\$8.520	5	1.42	\$10,040
motorman	22	8.481	5	1.42	1,325
conductor	22	8.366	5	1.42	1,305
rail operator	1	8.520	5	1.42	60
agent	71	8.170	5	1.42	4,120
assignment clerk	1	9.075	5	1.42	65
towerman	5	8.554	5	1.42	305
switchman	9	8.942	5	1.42	570
yard foreman	9	8.550	5	1.42	545
TOTAL	<u>316</u>				<u>\$18,335</u>

NOTE: Figures include \$0.11 night premium, are based on the top wage rate effective January 18, 1978, and are rounded to the nearest \$5.00 in each category.

On an annual basis, the total personnel cost amounts to \$6,692,275. As of January, 1978, this represents 4.5% of CTA's total budgeted \$164,710,000 for providing transportation operating personnel.

2.8 Passengers

It was estimated before the study began that between 0100 and 0500 hours, approximately 30,000 passengers are served; 25,600 bus and 4,400 rail. As a result of this study, we found that the total weekday ridership between 2400 and 0500 hours is 30,800 passengers; 23,300 bus and 7,500 rail. CTA carries 2,200,000 revenue passengers daily: 1,700,000 bus and 500,000 rail passengers.

The estimated annual owl ridership is 10 million riders, which is greater than the total annual ridership of any one of about 57% of American transit systems.

2.9 Recent Owl Service Changes

Since 1973, CTA has eliminated owl service on one rapid transit route: Ravenswood (1976); and five bus routes: #10 Lincoln (1973), #38 Indiana (1973), #25 West Cermak (1976), #17 Westchester (1976), and #97 Skokie (1976). The bus and rail route discontinuance in 1973 and 1976 were due to budget restraints, as well as very low ridership.

2.10 Owl Ridership Trends

Twenty-four hour counts of bus and rail passengers were made in both directions at 12 bus and 11 rail locations in 1955, 1960, 1965, 1970, 1975 (bus only), and 1977 (bus only). The counts were taken at maximum load points of the various routes. These locations may vary with each year as shifts in population and activity centers create different travel patterns. A change in the location is as closely related to the original position as possible, and is so designated by footnotes on Appendices 2.5 and 2.6, which show ridership trends on these routes. Additional rail locations were checked when a new rapid transit route opened: Skokie Swift in 1964 and Dan Ryan branch in 1969. The Stock Yards and Kenwood branches were not checked after 1955 due to discontinuance of these services.

The owl bus ridership at these locations declined 55% from 1955 to 1977, while total bus ridership declined by 45%. The percentage of owl to total bus ridership has been relatively consistent over this time period ranging from 2.2 to 3.2 percent. Percentages on individual routes are in most cases between 2 and 4 percent.

It is difficult to identify any type of trend in rail ridership because of the changes in locations and additions of new lines. For example, in 1970 compared to 1965, the 24-hour total decreased by 78,317 passengers at the North-South Roosevelt station because of the opening in 1969 of the Dan Ryan branch. Consistently, however, the percentage of rapid transit ridership which occurs in the owl period is lower than that for bus.

It should be noted that all of the locations checked (except Ravenswood) have service at all times including owl, but there are 71 bus and 2 rail routes without owl service. Accordingly, the owl ridership percentages shown are higher than the system average, which is 1.4%.

CHAPTER 3

OWL ON-BOARD RIDING COUNTS

3.1 Boarding/Alighting Counts

On-board riding counts were taken on owl routes between December 12 and 22, 1977, and those few missed in December were taken in January, 1978. Information collected included passengers boarding and alighting by stop, and arrival time at time points. These counts were taken by traffic checkers from the Schedule Section of Operations Planning. Sample copies of the instructions given to the checkers are in Appendices 3.1 and 3.2. They included the day, route, run, leaving times and terminals, and the route's time points, in addition to special instructions for the owl counts.

The riding count instructions were as follows:

- 1) Record the standard information needed in a boarding/alighting check: passengers boarding and alighting by stop, and also arriving times at time points.
- 2) Do not mail the check forms into CTA; keep them with the surveys and they will be collected.

The time point data enables CTA to analyze the running time for each route/run and to conduct a comprehensive review of CTA owl schedules to ensure optimal meets among routes.

It was planned to use college students to administer the on-board riding counts, but it was decided that CTA traffic checkers would be used because: they regularly do boarding and alighting counts, they know the CTA system, their counts would be more accurate, and very little personnel training would be necessary.

3.2 Coverage

The on-board riding count coverage included all weekday owl services: 166 buses on 63 routes and 23 rapid transit trains (one checker per car) on 4 routes. Weekend coverage (Friday night, Saturday night, Sunday night) was a sample of 14 buses on 14 routes, with the same routes checked each night to monitor night-to-night variations.

On-board riding counts were completed on all weekday owl runs because very detailed information by route was needed. A sample would not have provided the desired detail because of the relatively little amount of service which is offered during the owl period. In general, a checker was assigned an owl run and remained with that run through the night.

Owl runs began between 2000 to 0130 hours, and finished between 0500 to 1000 hours. The majority of traffic checkers were on board the vehicles and counting passengers, on trips between 2300 and 0600 hours, though a few checkers began

as early as 2130 or finished as late as 0730. In some cases where owl runs did not begin until 0130 or so, checkers made late-night trips on other runs or in some cases other routes before the owl runs started. The non-owl routes and number of trips checked are shown in the table below.

<u>Route</u>	<u>Number of trips checked</u>
#5 Jeffery	6
#8A South Halsted	7
#30 South Chicago	6
#55 Garfield	2
#94 South California	4

CTA's Origin-Destination Survey will supply data on trips operating before 2400 and after 0500 hours, since this data is not within the scope of the owl study.

A sample of weekend routes was done due to budget restraints, and since owl service (if not always ridership) is generally the same seven days a week. The weekend sample bus routes were distributed throughout the City, represented crosstown, CBD-oriented, and rail feeder routes, and generally have fairly high ridership levels. The weekend sampled routes were:

#3 King Drive	#56 Milwaukee
#9 Ashland	#62 Archer
#20 Madison	#63 63rd
#34 South Michigan	#76 Diversey
#35 35th	#81 Lawrence
#36 Broadway	#95 83rd-95th
#53 Pulaski	#126 Jackson

A traffic checker's owl riding count form is in Appendix 3.3. The photograph, Figure 3.1, shows a CTA traffic checker recording the boarding and alighting bus passengers.

3.3 Method Used to Summarize Counts

The on-board riding count data was summarized to show total passengers boarding and alighting by route segments, which were sections generally about one mile apart between each pair of time points. The volume of total passengers carried was calculated for each trip checked, and is estimated for those trips between 2400 to 0500 hours not checked. Total passengers carried during the owl period was calculated by multiplying the average of all trips checked on the route by the total number of scheduled trips between 2400 to 0500 hours. A sample summary sheet can be found in Appendix 3.4.

Figure 3.1



CTA traffic checker recording the boarding and alighting bus passengers.

3.4 Summary

The total volume of passengers counted between 2400 to 0500 hours for the bus and rail routes that operate around the clock was 26,770 passengers: 19,539 on bus and 7,231 on rail. There are an average of 13 passengers on each owl bus trip and 21 passengers on each owl rapid transit car trip. There were some trips which carried 70 or more passengers.

The total weekday owl ridership constitutes about 1.4% of total daily ridership, but the majority of these passengers make one half of a daily round trip in the owl period and would probably not use CTA for the other half of their daily round trip if they could not ride at this time. The presence of owl service is necessary for some 2.5% of CTA riders.

There are an average of 1.6 passengers boarding per bus mile, and 1.4 passengers per rapid transit car mile in the owl period. This compares to a system average of 6.5 passengers per bus mile, and 3.1 passengers per rail car mile.

Table 3.1 depicts the weekday ridership for each owl bus and rapid transit route, and Table 3.2 shows the owl ridership by direction at each rapid transit station. Tables 3.3 and 3.4 show passenger and vehicle miles data by route.

The average rapid transit unlinked trip length for owl riders by route is shown in the table below.

<u>Route</u>	<u>Average trip length (miles)</u>
North-South	6.8
West-Northwest	7.6
West-South	8.3
Evanston	2.2
System	7.3

The average bus unlinked trip length for owl riders is 2.3 miles. Both the average bus and rail trip lengths are essentially the same as trip lengths during the day.

Data was collected on the South Suburban #356 bus route, which is the only non-CTA owl service offered in the entire Chicago region. The bus operates on an hour headway between the 95th-Dan Ryan rapid transit station and Altgeld Gardens, a Chicago Housing Authority apartment complex. The volume of passengers carried on this route between 2400 to 0440 is shown in the table below.

	<u>Northbound</u>			<u>Southbound</u>			<u>Total both directions</u>		
	<u>no. of trips</u>	<u>total passengers</u>	<u>avg/ trip</u>	<u>no. of trips</u>	<u>total passengers</u>	<u>avg/ trip</u>	<u>no. of trips</u>	<u>total passengers</u>	<u>avg/ trip</u>
#356	4	33	8	4	72	18	8	105	13

Table 3.1

Chicago Transit Authority

General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-x78138

Weekday owl ridership by route
Checks taken Dec. 77-Jan. 78

5/26/78

Route		Northbound/Eastbound			Southbound/Westbound			Total both directions		
		No. of Trips	Total Pass.	Avg/ Trip	No. of Trips	Total Pass.	Avg/ Trip	No. of Trips	Total Pass.	Avg/ Trip
3	King Drive	14	189	14	14	163	12	28	352	13
4	Cottage Grove	16	442	28	14	316	23	30	758	25
7	Harrison	10	78	8	10	63	6	20	141	7
8	Halsted	15	364	24	15	398	27	30	762	25
9	Ashland	11	460	42	14	493	35	25	953	38
12	Roosevelt	14	168	12	15	207	14	29	375	13
18	16th/18th	13	134	10	12	88	7	25	222	9
20	Madison	14	312	22	14	257	18	28	569	20
21	Cermak	11	65	6	13	108	8	24	173	7
22	Clark	16	326	20	14	254	18	30	580	19
24	Wentworth	10	43	4	9	79	9	19	122	6
27	South Deering	11	130	12	11	155	14	22	285	13
28	Stony Island	11	236	21	10	196	19	21	432	21
29	State	14	238	17	13	278	21	27	516	19
34	Michigan, South	21	221	11	16	197	12	37	418	11
35	35th	15	107	7	15	133	9	30	240	8
36	Broadway	18	495	28	16	283	18	34	778	23
39	Pershing	13	94	7	13	78	6	26	172	7
40	O'Hare express	5	37	7	5	29	6	10	66	7
43	43rd	10	48	5	11	44	4	21	92	4
44	Wallace/Racine	12	104	9	11	170	15	23	274	12
47	47th	15	183	12	14	200	14	29	383	13
49	Western	12	253	21	11	315	29	23	568	25
49A	Western, South	13	19	1	12	27	2	25	46	2
49B	Western, North	10	41	4	11	44	4	21	85	4
50	Damen	11	130	12	11	113	10	22	243	11
51	51st	10	60	6	9	86	10	19	146	8
52	Kedzie/California	16	285	18	15	246	16	31	531	17
53	Pulaski	14	180	13	15	416	28	29	596	21
53A	Pulaski, South	12	60	5	12	62	5	24	122	5
54	Cicero	13	179	14	13	151	12	26	330	13
56	Milwaukee	15	428	29	16	226	14	31	654	21
56A	Milwaukee, North	10	44	4	11	27	2	21	71	3
59	59th/61st	10	54	5	11	55	5	21	109	5
60	Blue Island/26th	12	106	9	11	128	12	23	234	10
62	Archer	24	453	19	22	524	24	46	977	21
63	63rd	18	328	18	14	303	22	32	631	20
65	Grand	13	90	7	13	104	8	26	194	7
66	Chicago	12	158	13	12	183	15	24	341	14
67	67th/69th/71st	11	220	20	11	194	18	22	414	19

Route	Northbound/Eastbound			Southbound/Westbound			Total both direct	
	No. of Trips	Total Pass.	Avg/ Trip	No. of Trips	Total Pass.	Avg/ Trip	No. of Trips	Total Pass.
68 Northwest Highway	11	33	3	10	10	1	21	43
70 Division	11	64	6	13	157	12	24	221
72 North	13	179	14	12	169	14	25	348
73 Armitage	9	51	6	10	80	8	19	131
74 Fullerton	12	107	9	12	113	9	24	220
75 74th/75th	11	111	10	10	128	13	21	239
76 Diversey	9	59	7	11	67	6	20	126
77 Belmont	11	207	19	11	254	23	22	461
78 Montrose	8	29	4	10	60	6	18	89
79 79th	11	274	25	14	346	22	25	620
80 Irving Park	12	92	8	13	132	10	25	224
81 Lawrence	11	142	13	13	146	11	24	288
85 Central	12	170	14	12	159	13	24	329
88 Higgins	12	44	4	14	58	4	26	102
92 Foster	11	56	5	11	72	7	22	128
93 California, North	8	30	4	9	23	3	17	53
95 83rd/95th	10	114	11	11	135	12	21	249
103 103rd, West	10	94	9	11	95	9	21	189
104 Pullman	12	73	6	12	61	5	24	134
106 103rd/106th	10	44	4	10	24	2	20	68
112 Vincennes/111th	13	58	4	12	65	5	25	123
126 Jackson	19	92	5	20	9	1	39	101
155 Devon	10	48	5	11	50	5	21	98
Total	781	9,733	12	781	9,806	13	1,562	19,539
<u>Rapid Transit</u>								
North-South	26	1,369	53	26	1,535	59	52	2,904
West-Northwest	26	1,126	43	24	1,002	42	50	2,118
West-South	14	841	60	14	1,175	84	28	2,016
Evanston	18	99	6	19	94	5	37	193
Total	84	3,435	41	83	3,806	46	167	7,231

NOTE: Included as owl service are all trips leaving terminals between 2400 and 0500 hours

Chicago Transit Authority

General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-y78235

Weekday Rapid Transit
Owl Ridership by Station

9-20-78

NORTH-SOUTH ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
<u>North Side</u>						
Howard	216	-	-	230	216	230
Jarvis	16	1	1	42	17	43
Morse	51	13	1	49	52	62
Loyola	40	16	13	38	53	54
Granville	33	17	8	31	41	48
Thorndale	25	3	5	47	30	50
Bryn Mawr	38	20	13	70	51	90
Berwyn	25	16	18	34	43	50
Argyle	21	3	12	52	33	55
Lawrence	30	13	25	38	55	51
Wilson	33	26	29	87	62	113
Sheridan	35	20	10	60	45	80
Addison	29	5	14	30	43	35
Belmont	49	36	57	91	106	127
Fullerton	39	35	47	53	86	88
North/Clybourn	20	17	8	18	28	35
Clark/Division	44	40	69	61	113	101
Chicago/State	108	49	82	74	190	123
Grand/State	52	25	68	31	120	56
Total North Side	904	355	480	1,136	1,384	1,491
<u>State Subway</u>						
Washington	118	190	164	65	282	255
Monroe	35	43	88	39	123	82
Jackson	87	27	101	75	188	102
Total State Subway	240	260	353	179	593	439
<u>South Side</u>						
Harrison	25	16	29	14	54	30
Roosevelt	38	42	26	38	64	80
Tech/35th	30	38	43	27	73	65
Indiana	10	14	14	17	24	31
43rd	18	29	33	16	51	45
47th	29	72	74	36	103	108
51st	21	60	21	30	42	90
Garfield	13	31	22	12	35	43
58th	17	31	22	12	39	43
Total Harrison to 58th	201	333	284	202	485	535
<u>Jackson Park</u>						
61st	-	21	35	4	35	25
King Drive	2	37	27	-	29	37
Cottage Grove	-	38	50	1	50	39
University	-	17	33	-	33	17
Jackson Park	-	102	98	-	98	102
Total Jackson Park	2	215	243	5	245	220
<u>Englewood</u>						
Wentworth	3	7	14	1	17	8
Harvard	7	38	17	7	24	45
Halsted	9	25	39	4	48	29
Racine	3	30	19	1	22	31
Ashland	-	103	78	-	78	103
Total Englewood	22	203	167	13	189	216
Total South Side	225	751	694	220	919	971
NORTH-SOUTH TOTAL	1,369	1,366	1,527	1,535	2,896	2,901

52 trips operated on the North Side, State Subway and South Side and 26 trips operated on Jackson Park and Englewood.

Table 3.2

Chicago Transit Authority

General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-y78235
Weekday Rapid Transit	9-20-78
Owl Ridership by Station	

NORTH-SOUTH ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
<u>North Side</u>						
Howard	216	-	-	230	216	230
Jarvis	16	1	1	42	17	43
Morse	51	13	1	49	52	62
Loyola	40	16	13	38	53	54
Granville	33	17	8	31	41	48
Thorndale	25	3	5	47	30	50
Bryn Mawr	38	20	13	70	51	90
Berwyn	25	16	18	34	43	50
Argyle	21	3	12	52	33	55
Lawrence	30	13	25	38	55	51
Wilson	33	26	29	87	62	113
Sheridan	35	20	10	60	45	80
Addison	29	5	14	30	43	35
Belmont	49	36	57	91	106	127
Fullerton	39	35	47	53	86	88
North/Clybourn	20	17	8	18	28	35
Clark/Division	44	40	69	61	113	101
Chicago/State	108	49	82	74	190	123
Grand/State	52	25	68	31	120	56
Total North Side	904	355	480	1,136	1,384	1,491
<u>State Subway</u>						
Washington	118	190	164	65	282	255
Monroe	35	43	88	39	123	82
Jackson	87	27	101	75	188	102
Total State Subway	240	260	353	179	593	439
<u>South Side</u>						
Harrison	25	16	29	14	54	30
Roosevelt	38	42	38	64	80	80
Tech/35th	30	38	43	27	73	65
Indiana	10	14	14	17	24	31
43rd	18	29	33	16	51	45
47th	29	72	74	36	103	108
51st	21	60	21	30	42	90
Garfield	13	31	22	12	35	43
58th	17	31	22	12	39	43
Total Harrison to 58th	201	333	284	202	485	535
<u>Jackson Park</u>						
61st	-	21	35	4	35	25
King Drive	2	37	27	-	29	37
Cottage Grove	-	38	50	1	50	39
University	-	17	33	-	33	17
Jackson Park	-	102	98	-	98	102
Total Jackson Park	2	215	243	5	245	220
<u>Englewood</u>						
Wentworth	3	7	14	1	17	8
Harvard	7	38	17	7	24	45
Halsted	9	25	39	4	48	29
Racine	3	30	19	1	22	31
Ashland	-	103	78	-	78	103
Total Englewood	22	203	167	13	189	216
Total South Side	225	751	694	220	919	971
NORTH-SOUTH TOTAL	1,369	1,366	1,527	1,535	2,896	2,901

52 trips operated on the North Side, State Subway and South Side and 26 trips
operated on Jackson Park and Englewood.

WEST-NORTHWEST ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
<u>Milwaukee</u>						
Jefferson Park	264	-	-	272	264	272
Montrose	19	3	4	27	23	30
Irving Park	35	9	33	47	68	56
Addison	5	4	4	29	9	33
Belmont	47	13	25	100	72	113
Logan Square	76	14	29	145	105	159
California	10	25	11	29	21	54
Western	11	16	4	19	15	35
Damen	25	37	41	27	66	64
Division	29	27	48	57	77	84
Chicago	21	19	19	25	40	29
Grand	13	14	14	16	27	30
Total Milwaukee	555	166	232	793	787	959
<u>Dearborn Subway</u>						
Lake Transfer	48	78	90	60	138	138
Washington	111	105	163	63	274	168
Monroe	29	29	108	10	137	39
Jackson	77	52	96	127	173	179
LaSalle/Congress	18	16	3	8	21	24
Total Dearborn Subway	283	280	460	268	743	548
<u>Congress</u>						
Clinton	45	30	99	8	144	38
U of I/Halsted	11	19	14	8	25	27
Racine	21	13	12	5	33	18
Total Clinton to Racine	77	62	125	21	202	83
<u>Med. Ctr./Ogden</u>						
Med. Ctr./Ogden	5	3	6	4	11	7
Western	1	8	3	3	4	11
Kedzie	7	12	27	4	34	16
Pulaski	1	27	22	3	23	30
Cicero	4	17	17	4	21	21
Austin	1	5	4	-	5	5
Oak Park	-	5	4	-	4	5
Harlem	3	23	7	-	10	23
Desplaines	-	56	29	-	29	56
Total Med. Ctr. co	-	-	-	-	-	-
Despl.	22	156	119	18	141	174
Total Congress	99	218	244	39	343	257
<u>Douglas</u>						
Folk	-	29	5	5	5	34
18th	10	28	10	1	20	29
Hoyle	4	19	4	1	8	20
Western	12	17	14	7	26	24
California	8	22	5	6	13	28
Kedzie	1	19	4	1	5	20
Central Park	11	23	12	4	23	27
Pulaski	5	16	4	4	9	20
Kildare	-	23	5	1	5	24
Cicero	14	42	78	1	92	43
50th	-	10	3	-	3	10
Laramie	-	14	13	0	13	14
Cicero/Berwyn	-	73	33	-	33	73
Total Douglas	65	335	190	31	255	366
Total West Side	164	553	434	70	598	623
WEST-NORTHWEST TOTAL	1,002	999	1,126	1,131	2,128	2,130

50 trips operated on the Milwaukee and Dearborn Subway and 25 trips operated
on the Congress and Douglas.

WEST-SOUTH ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
Lake						
Harlem	83	-	-	32	83	32
Oak Park	7	-	-	10	7	10
Ridgeland	4	-	1	8	5	8
Austin	25	7	1	24	26	31
Central	49	4	4	55	53	59
Laramie	20	3	-	22	20	25
Cicero	42	4	3	45	45	49
Pulaski	43	11	10	31	53	42
Homan	17	6	7	22	24	28
Kedzie	22	27	6	21	28	48
California	20	6	3	1	23	7
Ashland	10	13	8	25	18	38
Halsted	8	14	14	22	22	28
Clinton/NW Passage	8	3	3	13	11	16
Total Lake	358	98	60	323	418	421

Loop Elevated

	NO	OWL	SERVICE		
Randolph/Wells	"	"	"		
Madison/Wells	"	"	"		
Quincy/Wells	"	"	"		
LaSalle/Van Buren	"	"	"		
Adams/Wabash	126	7	15	73	141
Madison/Wabash	35	7	10	17	45
Randolph/Wabash	105	10	6	24	111
State/Lake	83	38	46	103	129
Clark/Lake	132	34	28	66	160
Total Loop Elevated	481	96	105	283	586

Dan Ryan

Cermak/Chinatown	38	11	8	27	46	38
Sox/35th	50	13	15	36	65	49
47th	35	22	28	27	63	49
Garfield	39	36	34	24	73	60
63rd	52	39	24	39	76	78
69th	42	109	60	47	102	156
79th	60	138	94	28	154	166
87th	20	74	66	7	86	81
95th	-	539	374	-	374	539
Total Dan Ryan	336	981	703	235	1,039	1,216

WEST-SOUTH TOTAL	1,175	1,175	868	841	2,043	2,016
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28 trips operated on the West-South.

RAVENSWOOD ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
	NO	OWL	SERVICE			
EVANSTON ROUTE						
Linden	14	-	-	22	14	22
Central	8	-	-	3	8	3
Noyes	7	-	-	8	7	8
Foster	13	-	-	14	13	14
Davis	30	3	4	28	34	31
Dempster	8	1	-	11	8	12
Main	8	10	5	8	13	18
South Blvd.	6	1	3	5	9	6
Howard	-	79	87	-	87	79
EVANSTON Total	94	94	99	99	193	193

37 trips operated on Evanston.

SKOKIE SWIFT ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
	NO	OWL	SERVICE			
SYSTEM TOTAL	3,640	3,634	3,620	3,606	7,260	7,246

Note: Included as owl service are trips leaving terminals between 2400 and 0500 hours.

WEST-NORTHWEST ROUTE	Southbound		Northbound		Total	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
<u>Milwaukee</u>						
Jefferson Park	264	-	-	272	264	272
Montrose	19	3	4	27	23	30
Irving Park	35	9	33	47	68	56
Addison	5	4	4	29	9	33
Belmont	47	13	25	100	72	113
Logan Square	76	14	29	145	105	159
California	10	25	11	29	21	54
Western	11	16	4	19	15	35
Damen	25	37	41	27	66	64
Division	29	27	48	57	77	84
Chicago	21	4	19	25	40	29
Grand	13	14	14	16	27	30
Total Milwaukee	555	166	232	793	787	959
<u>Dearborn Subway</u>						
Lake Transfer	48	78	90	60	138	138
Washington	111	105	163	63	274	168
Monroe	29	29	108	10	137	39
Jackson	77	52	96	127	173	179
LaSalle/Congress	18	16	3	8	21	24
Total Dearborn Subway	283	280	460	268	743	548
<u>Congress</u>						
Clinton	45	30	99	8	144	38
U of I/Halsted	11	19	14	8	25	27
Racine	21	13	12	5	33	18
Total Clinton to Racine	77	62	125	21	202	83
Med. Ctr./Ogden	5	3	6	4	11	7
Western	1	8	3	3	4	11
Kedzie	7	12	27	4	34	16
Pulaski	1	27	22	3	23	30
Cicero	4	17	17	4	21	21
Austin	1	5	4	-	5	5
Oak Park	-	5	4	-	4	5
Harlem	3	23	7	-	10	23
Desplaines	-	56	29	-	29	56
Total Med. Ctr. to Despl.	22	156	119	18	141	174
Total Congress	99	218	244	39	343	257
<u>Douglas</u>						
Polk	-	29	5	5	5	34
18th	10	28	10	1	20	29
Hoyne	4	19	4	1	8	20
Western	12	17	14	7	26	24
California	8	22	5	6	13	28
Kedzie	1	19	4	1	5	20
Central Park	11	23	12	4	23	27
Pulaski	5	16	4	4	9	20
Kildare	-	23	5	1	5	24
Cicero	14	42	78	1	92	43
50th	-	10	3	-	3	10
Laramie	-	14	13	0	13	14
Cicero/Berwyn	-	73	33	-	33	73
Total Douglas	65	335	190	31	255	366
Total West Side	164	553	434	70	598	623
WEST-NORTHWEST TOTAL	1,002	999	1,126	1,131	2,128	2,130

50 trips operated on the Milwaukee and Dearborn Subway and 25 trips operated on the Congress and Douglas.

Table 3.3

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study-Bus System

OP-x78190

Weekday owl service/ridership

7-20-78

Checks taken Dec.'77-Jan.'78

	Route	one-way trips	one-way mileage	vehicle- miles	passengers	passengers per vehicle-mile
3	King Drive	27 <u>1</u> 28	6.47 12.11	175 <u>12</u> 187		
4	Cottage Grove	30	11.92	358	352	1.8
7	Harrison	20	7.37	147	141	.9
8	Halsted	30	13.90	417	762	1.8
9	Ashland	25	16.46	412	953	2.3
12	Roosevelt	29	7.64	222	375	1.7
18	16th/18th	25	6.98	175	222	1.3
20	Madison	28	7.85	220	569	2.6
21	Cermak	23 <u>1</u> 24	6.42 6.84	148 <u>7</u> 155		
22	Clark	30	10.53	316	173	1.1
24	Wentworth	12 <u>7</u> 19	13.23 6.05	159 <u>42</u> 201	580	1.8
					122	.6
27	South Deering	22	7.90	174	285	1.6
28	Stony Island	21	7.78	163	432	2.6
29	State	27	12.11	327	516	1.6
34	South Michigan	34 <u>3</u> 37	4.84 7.98	165 <u>24</u> 189		
					418	2.2
35	35th	30	5.20	156	240	1.5
36	Broadway	34	9.98	339	778	2.2
39	Pershing	26	6.01	156	172	1.1
40	O'Hare Express	10	9.30	93	66	.7
43	43rd	21	2.80	59	92	1.6
44	Wallace/Racine	23	12.10	278	274	1.0
47	47th	29	8.53	247	383	1.5
49	Western	23	15.80	363	568	1.6
49A	South Western	25	5.12	128	46	.3
49B	North Western	21	3.65	77	85	1.1
50	Damen	22	10.14	223	243	1.1
51	51st	19	5.56	106	146	1.4
52	Kedzie/California	31	11.88	368	531	1.4
53	Pulaski	29	10.64	309	596	1.9
53A	Pulaski, South	8 <u>16</u> 24	6.40 4.17	51 <u>67</u> 118		
					122	1.0
54	Cicero	26	7.82	203	330	1.6
56	Milwaukee	31	9.76	303	654	2.2
56A	Milwaukee, North	21	2.22	47	71	1.5
59	59th/61st	6 <u>15</u> 21	8.35 7.44	50 <u>112</u> 162		
					109	.7

Route		one-way trips	one-way mileage	vehicle- miles	passengers	passengers per vehicle-mile
60	Blue Island/26th	23	8.26	191	234	1.2
62	Archer	46	12.79	588	977	1.6
63	63rd	32	10.41	333	631	1.9
65	Grand	26	10.59	275	194	.7
66	Chicago	24	8.10	194	341	1.8
67	67th/69th/71st	22	7.67	169	414	2.5
68	Northwest Highway	21	3.88	81	43	.5
70	Division	12	7.75	93		
		<u>12</u>	3.60	<u>43</u>		
		24		136	221	1.6
72	North	25	7.96	199	348	1.7
73	Armitage	19	6.60	125	131	1.1
74	Fullerton	24	6.45	155	220	1.4
75	74th/75th	21	6.23	131	239	1.8
76	Diversey	10	8.80	88		
		<u>10</u>	5.90	<u>59</u>		
		20		147	126	.9
77	Belmont	3	10.80	32		
		<u>19</u>	9.61	<u>183</u>		
		22		215	461	2.2
78	Montrose	12	6.74	81		
		<u>6</u>	5.20	<u>31</u>		
		18		112	89	.8
79	79th	8	10.22	82		
		<u>17</u>	7.10	<u>121</u>		
		25		203	620	3.1
80	Irving Park	25	7.32	183	224	1.2
81	Lawrence	24	6.05	145	288	2.0
85	Central	24	8.22	197	329	1.7
88	Higgins	26	3.77	98	102	1.0
92	Foster	22	5.98	132	128	1.0
93	California, North	5	7.40	37		
		<u>12</u>	3.40	<u>41</u>		
		17		78	53	.7
95	83rd/95th	3	11.32	34		
		<u>18</u>	7.86	<u>141</u>		
		21		175	249	1.4
103	103rd, West	21	6.67	140	189	1.4
104	Pullman	1	7.43	7		
		<u>23</u>	3.85	<u>89</u>		
		24		96	134	1.4
106	103rd/106th	20	7.23	145	68	.5
112	Vincennes/111th	25	6.64	166	123	.7
126	Jackson	7	9.40	66		
		<u>32</u>	.90	<u>29</u>		
		39		95	101	1.1
155	Devon	21	3.72	78	98	1.3
Total - 63 routes		1,562	474.30	12,380	19,539	1.6

Note: Included as owl service are all trips leaving terminals between 2400 and 0500 hours on routes with all-night service. Two sets of figures are shown for a single route in cases where both the regular route and a shortened owl route are operated during portions of this time period. The one-way mileage total shown is that for owl routings; one-way mileage including the longer routing in each case is 526.26.

Table 3.4

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study --
 Rail System OP-x78271

Weekday owl service/ridership 10/25/78
 December, 1977 - January, 1978

ROUTE	ONE-WAY TRIPS	ONE-WAY MILEAGE	TRAIN MILES	CAR-MILES	PASSENGERS	PASSENGER PER CAR-MILE
NORTH-SOUTH						
Englewood-Howard	26	20.41	530.66	1061.32	1,343	1.3
Jackson Park-Howard	26	19.63	510.38	1020.76	1,543	1.5
WEST-NORTHWEST						
Congress-Milwaukee	25	19.74	493.50	987.00	854	.9
Douglas-Milwaukee	25	18.23	455.75	911.50	1,282	1.4
WEST-SOUTH	28	20.80	582.40	1164.80	2,016	1.7
EVANSTON	<u>37</u>	<u>3.96</u>	<u>146.52</u>	<u>146.52</u>	<u>193</u>	<u>1.3</u>
TOTAL	<u>167</u>	<u>102.77</u>	<u>2719.21</u>	<u>5291.90</u>	<u>7,231</u>	<u>1.4</u>

NOTE: Included as owl service are all trips leaving terminals between 2400 and 0500 hours on rail routes with all-night service.

DHR/sj

3.5 1970 On-board Counts

In 1970 on-board riding counts were done on 64 of the then 70 owl bus routes. In general, the only trips on the owl routes counted were those operating when the owl headways were in effect. The owl headways are the widest headways operating during the owl period; this period could be as short as an hour and a half or it might cover the full five hours from 2400 to 0500. Appendix 3.5 shows the weekday ridership for each of the checked owl bus routes.

CHAPTER 4

SURVEY IMPLEMENTATION AND ANALYSIS

4.1 CTA Survey Document

An on-board owl survey was distributed on the same nights and routes that the owl riding counts were taken. The survey document was designed in November, 1977, by CTA Routes/Systems staff with some input from Mr. Larry Hayes of the Service Employees International Union. Mr. Hayes' organization offered to help and cooperate with CTA on this study. Because of the large proportion of Spanish and Polish-speaking residents in Chicago, the surveys were printed trilingually, with English on the front, Spanish and Polish on the inside, and the return mail address printed on the back. It was felt that there would be a better and more representative response rate with the additional languages.

The survey consisted of 13 questions (see Appendix 4.1) -- eight trip-related questions (start time, origin, destination, transfers, mode of access to and egress from CTA, route, purpose, frequency), and five socioeconomic questions (age, sex, income, car availability, and employment). Comments or suggestions were also solicited. The survey questions were designed to be short, to the point, and easy to read, to encourage people to respond. Unnecessary information such as the standard medical and school trip purpose survey responses were not asked because these trips most likely would not occur during the owl period.

Passengers were asked to complete the survey and either return it to the CTA survey representative on board, put it in the envelopes provided in the front or back of the bus or rapid transit car, or place it in any mailbox postage free. The photograph, Figure 4.1, shows one of the envelopes which were used.

Since detailed information was kept on both total riders and the number of surveys distributed by route, it was decided that the surveys did not need to be numbered serially for control purposes or for weighting the responses.

4.2 Survey Distribution

The traffic checkers distributed the surveys while taking the riding counts. This was possible since ridership in the owl period is generally light. Each checker was given 150 surveys for each of their assigned owl runs, except that checkers on a few routes with higher ridership were supplied with 300 surveys. The checkers were given written instructions on how to distribute the surveys.

The survey instructions were:

- 1) You will receive a package of surveys for each of your assigned owl runs. Each package will be identified by date and run. Pass out only those surveys on that date and run shown; each package should contain enough surveys

Figure 4.1



One of the envelopes provided on buses and rapid transit cars for completed surveys.

for that run.

- 2) The surveys are written in English, Spanish and Polish. You will be given pencils to pass out with the surveys.
- 3) Pass out surveys only between 2400 and 0500 hours.
- 4) Give a survey to every passenger who boards your vehicles, but do not argue if the passenger refuses to cooperate. If a person does not speak English, point out that the survey is also in Spanish and Polish. Sit at the front of the bus so that you can give out the surveys to everyone.
- 5) Wait 5 to 10 minutes and then collect the surveys, or collect a survey from each passenger upon his/her alighting. Otherwise, passengers may deposit the surveys in envelopes you have which can be taped up (a) on the panel behind the driver, and (b) behind the rear door. At the end of your work, dismount the envelopes you have put up. If the passenger has not finished filling out his/her survey, point out the fact that it may be dropped in any mailbox, with CTA paying the postage.
- 6) It is important that you collect as many surveys (and pencils) on-board as you can.
- 7) At the end of your work, separate the used and unused surveys. They will be collected during the week. Keep each day's surveys separate.
- 8) You should have a shopping bag with you to carry all of these materials rather than leaving them on a bus or rapid transit seat.

Appendix 4.2 shows the card that identified each package of surveys and the data requested. The two photographs, Figures 4.2 and 4.3, illustrate survey distribution on both a bus and train. A copy of the survey/riding check instructions can be found in Appendix 3.1.

4.3 Supervision

Routes/Systems and the Schedules Sections' staff supervised the riding checks and the distribution of the surveys. On alternate nights throughout the survey period, the staff distributed and collected surveys to/from the checkers. This was done for sample control purposes, to minimize the amount of surveys carried by the checkers, and to make sure each checker was on the correct route/run and following all of the written instructions.

Figure 4.2



Traffic checker distributing surveys on board a CTA bus.

Figure 4.3



Distribution of surveys on board a CTA train.

4.4 Editing and Keypunching

The surveys collected by the checkers were returned to CTA offices, and the mailed surveys were also sent in to CTA offices, where the Routes/Systems staff reviewed all returned surveys during January, 1978. The illegible/invalid responses were not used and all usable surveys were manually coded with additional information. This coded information can be found in Appendix 4.3.

All data was keypunched directly from the surveys by CTA keypunchers between February 1 and 14, 1978. The keypunch guide can be found in Appendix 4.4. All keypunched data cards were screened to check for errors.

All written comments made by respondents were reviewed in order to collect those of use to CTA management, whether or not the comments were directly related to the owl study. These were submitted February 9, 1978, to the General Operations Manager, who forwarded them to appropriate CTA officials.

4.5 Survey Response

A total number of 12,170 surveys were distributed with 2,808 (23%) surveys returned, and of these surveys 1,729 (62%) were valid. A survey was invalid if the time recorded was outside the owl period or it was received from a non-owl route. The majority (70.7%) of the surveys were returned on-board the vehicles, while the other 29.3% were mailed back to CTA. Also, 96.3% of the surveys were returned written in English, 1.3% in Polish, and 2.4% in Spanish. The low response rate in both Spanish and Polish was somewhat disappointing, but was probably due to the fact that many of the people who read or speak these languages also understand English.

4.6 Weighted Data

The methodology chosen to factor up the survey responses to reflect the total universe of riders between 2400 and 0500 hours was as follows:

$$F = \frac{X}{Y}$$

F = weighting factors

X = total number of passengers on each owl route 2400-0500 hours, from the boarding/alighting counts

Y = total number of usable surveys by route obtained during 2400-0500 hours

Weight factors were calculated and applied to each individual route. Several tests were run which compared the unweighted and weighted data. The results showed that the relative frequencies for both the weighted and unweighted data were very similar.

4.7 Survey Weaknesses

The survey was printed in three languages which created some unforeseen problems. Some of the problems in designing this trilingual survey were:

- having a qualified CTA employee to translate the survey into proper Spanish and Polish
- having the Spanish and Polish survey typed and proof-read, corrected and proofread again

It was decided that CTA traffic checkers would administer both the survey and the boarding/alighting counts, because CTA traffic checkers have previously done survey work and regularly do boarding and alighting counts. There was some lack of enthusiasm on the part of some of the checkers toward passing out the surveys; but overall, the majority did a satisfactory job. The surveys work was affected on some trips with heavy ridership by only having one person to do both the riding counts and distributing/collecting surveys. Budget restraints prevented having two CTA employees on-board the vehicles.

The survey was printed on a relatively light grade of paper, making it difficult for the respondent to fill it out on the vehicle. Also, there was no pre-survey publicity, which could have increased the response rate.

If a survey pretest had been done, possibly some of the above problems would have been noted and corrected.

4.8 Comparative Owl and Daytime Data

Socioeconomic and trip-related data from the owl survey was compared with the most comprehensive recent on-board transit survey done in Chicago, one done by CTA for the Regional Transportation Authority (RTA) in fall, 1976. This was the second of two travel surveys (one before and one after the September, 1976, 5¢ CTA fare increase), to measure the impact of the fare increase. The survey was administered to passengers during the morning rush and midday periods on a representative sample of 4 rail and 13 bus routes. The routes checked are as follows:

Rail routes: North-South
West-Northwest
West-South
Evanston

Bus routes:	#3	King Drive
	#9	Ashland
	#20	Madison
	#35	35th
	#53	Pulaski
	#62	Archer Express
	#63	63rd
	#76	Diversey
	#90	Harlem
	#97	Skokie
	#103	West 103rd
	#147	Outer Drive Express
	#157	Streeterville

A copy of the RTA Travel Survey can be found in Appendix 4.5. As of this date, a final report on the survey results has not yet been completed by RTA.

4.9 Comparative Socioeconomic Data

The socioeconomic factors covered in the owl survey (age, sex, income, employment, and car availability) are compared with the same factors in the RTA Travel Survey. The following figures and tables are a summary of the findings. Table 4.1 and Appendices 4.6, 4.8, 4.10, 4.12 depict the socioeconomic characteristics of owl passengers. Table 4.2 and Appendices 4.7, 4.9, 4.11, 4.13 show the socioeconomic characteristics of passengers who responded to the RTA Travel Survey, who will be referred to below as daytime riders. Several points are of particular significance:

- In the owl period 74.3% of the riders are male, compared to only 37.9% of daytime riders. This may be attributed to the fact more males are employed in the owl period and in jobs where shift work is required.
- Both surveys indicated that male riders tend to use the rapid transit service while female riders tend to use bus service. This may be due to males traveling farther than females and females feel more comfortable on buses.
- The age distribution is substantially different between daytime and owl riders. The largest age group for both daytime (32.5%) and owl riders (38.4%) is between 25-44 years old. The major differences are the two age groups of riders 16 and under and 65 and older. The percentage of owl riders 16 and under is only .8% compared to 3.4% of daytime riders. Riders 65 and older comprise 1.4% of owl ridership, but 10% of daytime riders. The increase in daytime riders in these age groups is due, in part, to heavy riding by students and senior citizens.
- About 3 out of 4 daytime and owl riders are employed.

Table 4.1

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-x79246
Socioeconomic Characteristics Weekday	9/14/79

Variable	Category	Mode		
		bus passengers	rail passengers	all CTA passengers
Sex	male	72.3%	79.3%	74.3%
	female	27.7	20.7	25.7
	No response	7.1	6.7	7.0
Age	less than 16	.9	.8	.8
	16-20	16.9	15.9	16.6
	21-24	19.1	21.8	19.9
	25-44	37.3	41.1	38.4
	45-64	24.4	19.2	22.9
	65+	1.4	1.2	1.4
	No response	3.4	1.3	2.8
Employment*	full time	74.8	76.6	73.9
	part time	10.1	9.1	11.1
	student	14.1	17.7	13.2
	retired	.9	1.1	.6
	unemployed	5.7	5.9	5.8
	No response			
Household Income	less than \$5,000	22.5	19.4	21.6
	\$5,000-10,000	36.5	34.1	35.8
	\$10,000-15,000	24.2	22.6	23.8
	\$15,000-20,000	12.1	15.9	13.2
	\$20,000+	4.7	8.0	5.6
	No response	11.3	8.2	10.4
Auto Availability	yes	17.5	28.3	20.5
	no	82.5	71.7	79.5
	No response	3.6	1.8	3.1
		N = 1,310	N = 419	N = 1,729

*Overlapping occurs due to question asking passenger to check as many categories as apply. The 'no response' is unknown.

"No Response" rates not included in total percentages.

Source: CTA Owl Network Study Survey, December, 1977-January, 1978

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Table 4.2

Daytime Survey	OP-x79247
Socioeconomic Characteristics	9/14/79

Variable	Category	Mode		
		bus passengers	rail passengers	all CTA passengers
Sex	male	35.0%	46.2%	37.9%
	female	65.0	53.8	62.1
	No response	17.7	8.2	15.3
Age	less than 16	4.4	.5	3.4
	16-24	28.8	30.3	29.2
	25-44	29.2	42.2	32.5
	45-64	26.2	21.1	24.9
	65+	11.4	5.9	10.0
	No response	22.3	14.4	20.3
Employment	employed	73.1	86.2	76.5
	unemployed	17.0	7.4	14.5
	other	9.9	6.4	9.0
	No response	17.7	8.0	15.2
Household Income	less than \$6,000	18.4	15.9	17.8
	\$6,000-11,999	28.8	25.4	28.9
	\$12,000-17,999	21.0	23.0	21.5
	\$18,000-23,999	13.7	16.3	14.4
	\$24,000+	18.1	19.4	18.4
	No response	28.2	13.9	24.5
Auto Availability	no	59.1	41.8	54.7
	yes (but inconvenient)	22.1	22.4	22.2
	yes (but prefer CTA)	18.8	35.8	23.1
	No response	18.2	7.6	15.5
		N = 1,525	N = 526	N = 2,051

"No Response" rates not included in total percentages.

NOTE: Data is for weekday A.M. rush and midday.

Source: Regional Transportation Authority Travel Survey, November, 1976

- The majority of the owl riders' (57.4%) household incomes are less than \$10,000 while the majority (54.3%) of day-time riders' household incomes are over \$12,000.
- Almost four-fifths (79.5%) of owl passengers are transit dependent, reporting that no car was available for their trip. In comparison, just over half (54.7%) of the a.m. rush/midday passengers are captive. Also interesting is that the majority from both surveys who do have a car available use CTA rapid transit, indicating its higher trip-attracting potential.

4.10 Trip Characteristics

The owl survey also consisted of eight trip-related questions. The following table and figures summarize the specific trip characteristics of owl passengers. These findings are of particular significance:

- The majority of all trips made during the owl and daytime were made for the purpose of work. Tables 4.3, 4.4 and Appendices 4.14, 4.15 depict trip purposes for both time periods.
- Three-fourths of owl respondents said they make the same trip five or more times a week during the owl period.
- Almost three-fourths (74.8%) of owl riders walk to get to a CTA bus or train. For the majority of those who walk (76.8%), the walk is no more than three blocks. Also, 18.7% of the owl riders reported they transferred from another CTA bus/train, a surprisingly low number which may indicate that transfers were under-reported in the survey.
- When owl riders alight from a CTA bus or train, the majority (72.5%) walk to their destination while a quarter (25.2%) transfer to another CTA-bus/train. Also, over three-fourths (79.3%) walk no more than three blocks.
- Appendix 4.16 illustrates that almost three-fourths of trips made for the purpose of "to work", "from work", and "recreation/other" are made by males.

The following graphs, Appendices 4.17 through 4.20, illustrate the trip distribution by time for a combination of several factors. Several points are of particular significance.

- Appendix 4.17 depicts the trip distribution by time. As expected, the shape of the curve illustrates a general decline in trips made until about 0300 hours after which the volume of trips increases steadily.

Table 4.3

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-x79248

Trip Characteristics

9/14/79

Variable	Category	Passengers		
		bus	rail	both modes
Trip Purpose	to work	36.4%	33.2%	35.3%
	from work	38.7	42.8	39.9
	recreation/other	24.9	24.0	24.6
	No response	2.9	2.0	2.7
Trip Frequency	5 or more days/week	75.5	75.3	75.5
	2 to 4 days/week	16.0	15.2	15.8
	1 or less days/week	8.5	9.5	8.7
	No response	2.6	1.7	2.4
Access to CTA	walk	77.7	67.2	74.8
	bus/train	17.4	22.0	18.7
	auto-ride	4.5	.8	5.7
	auto-drive	.4	2.0	.8
	No response	8.5	6.6	8.0
Access - Walk	less than 1 block	33.7	25.0	31.5
	2 blocks	30.7	27.1	29.8
	3 blocks	15.0	17.1	15.5
	4 blocks	9.4	14.1	10.6
	5 blocks	4.0	7.1	4.8
	6 blocks	3.1	5.8	3.8
	7 blocks	1.0	1.3	.9
	8 blocks	1.7	.4	1.4
	9 blocks	.2	.4	.3
	10 or more blocks	1.2	1.7	1.3
	No response	35.8	42.4	37.6
Egress from CTA	walk	75.5	64.8	72.5
	bus/train	22.5	31.9	25.2
	auto-ride	1.6	2.8	1.9
	auto-drive	.4	.5	.4
	No response	7.9	6.2	7.4
Egress - Walk	less than 1 block	38.2	21.7	33.9
	2 blocks	27.5	32.2	28.8
	3 blocks	16.9	15.6	16.6
	4 blocks	9.6	13.5	10.6
	5 blocks	3.9	4.0	3.9
	6 blocks	1.7	10.1	3.2
	7 blocks	1.2	1.5	1.3
	8 blocks	.2	1.5	.5
	9 blocks	.1	.5	.2
	10 or more blocks	.7	2.2	.9
	No response	46.5	49.7	47.4

N = 1,310 N = 419 N = 1,729

"No Response" rates not included in total percentages.

Source: CTA Owl Network Study Survey, December, 1977-January, 1978

Table 4.4

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Daytime Survey	OP-x79249
Trip Characteristics	9/14/79

Variable	Category	Passengers		
		bus	rail	both modes
Trip Purpose	home	13.4%	8.5%	12.2%
	work	50.2	72.1	55.8
	recreation/visit	2.8	2.5	2.7
	personal business	6.8	5.0	6.3
	medical/dental	3.6	1.3	3.0
	school	13.0	6.0	11.2
	shopping	7.7	3.3	6.6
	other	2.5	1.3	2.2
	No response	2.4	1.3	2.1
		N = 1,525	N = 526	N = 2,051

"No Response" rates not included in total percentages.

NOTE: Data is for weekday A.M. rush and midday.

Source: Regional Transportation Authority Travel Survey, November, 1976

- Appendix 4.19 graphically depicts the number of trips by mode from work by half hour time segments. This graph illustrates that bus trips from work generally decline throughout the owl period with the curve leveling off around 0330 hours. In contrast, the rail curve shows that rapid transit trips from work are increasing at the beginning of the owl period with the maximum number of trips peaking between 1230 and 0100 hours. This is probably a result of the fact that numerous shift changes in the Central Business District occur between 1200 and 0100 hours.
- Appendix 4.20 illustrates the number of trips by mode to work by half hour time segments. As expected, the graph shows few trips to work are made at the beginning of the owl period; but by the end of the period, many more trips are made to work due to early morning shifts starting.

4.11 Inter-zonal and Intra-zonal Travel Patterns

The desire line maps, Appendices 4.21 through 4.27, display the inter-zonal patterns of owl riders. These figures are "desire lines" representing straight line routes between origin and destination zones of CTA owl riders. The zones are the U.S. Postal Service zip codes.

The term "desire line" is used because a person would desire to travel a straight line if possible. The desire lines show trips being made in both directions.

The intra-zonal maps, Appendices 4.28 through 4.30, illustrate the volumes of owl riders whose origin and destination are within a single zone. These comprise about 4% of all of the owl trips.

The CBD includes zones 01-02-03-04-05-06-11-54. The land use of zones with major intra-zonal and inter-zonal activity are described in Appendix 4.31, using information from the Chicago Land Use Atlas. The land use classifications used are described in Appendix 4.32.

The following are some observations from these desire line maps:

- The majority of activity to and from the CBD is on the City's south and southwest sides.
- The majority of travel between all zones except for the CBD is also on the south and southwest sides.
- It appears that many long haul bus trips are made from the south side. Further study is needed to determine whether these passengers are making transfers to the rapid transit or if they exclusively use the bus for their trip to/from the CBD.

- Most rail activity is trips into and out of the CBD. There is also a considerable amount of passenger transferring between rapid transit routes.
- The travel patterns for owl passengers with work origins were quite similar to owl passengers with work destinations.

4.12 Weekend Surveys Results

Survey data was also collected on the same 14 bus routes on weekends (Friday night, Saturday night and Sunday night). No rapid transit routes were surveyed. Table 4.5 and Table 4.6 depict the socioeconomic and trip characteristics of weekend compared to weekday bus riders. The data shown is a combination of all three weekend days. The weekend data presented is only the raw (unweighted) relative frequency. This data was not weighted because routes which were missed on the weekend were not rescheduled and rechecked, and because of the small sample size (133 valid surveys) and the lack of information on total weekend ridership.

The weekend survey data was compared to weekday bus data in Tables 4.5 and 4.6. These findings are of particular significance:

- Both the proportion of bus riders 16 years old and under, and 65 years and over nearly triples on the weekend compared with the weekday. The 16-20 year old age group ridership increased about 18% on the weekend.
- All employment categories but full-time employed showed an increase due to the higher percentage of passengers 20 years and younger, and 65 years and older.
- The household income category less than \$5,000 increased more than 40%, caused by more student and senior citizen riders on weekends.
- Car availability for owl weekend riders decreased because of the increase in student ridership on weekends.
- The proportion of trips made for the purpose of recreation/other increased. This was again due to the increase in student and senior citizen ridership, and fewer full-time employees. The proportion of trips made once or less per week increased less than might be expected based on results from the other questions.

Table 4.5

Owl Network Study	OP-x79250
Socioeconomic Characteristics of Weekend and Weekday Bus Passengers	9/14/79

Variable	Category	Weekend	Weekday
Sex	male	75.2%	72.3%
	female	24.8	27.7
	No response	6.0	7.1
Age	less than 16	2.3	.9
	16-20	20.6	16.9
	21-24	16.8	19.1
	25-44	39.7	37.3
	45-64	16.8	24.4
	65+	3.8	1.4
	No response	1.5	3.4
Employment*	full time	61.7	74.8
	part time	15.8	10.1
	student	22.6	14.1
	retired	3.0	.9
	unemployed	8.3	5.7
	No response		
Household Income	less than \$5,000	31.9	22.5
	\$5,000-9,999	30.2	36.5
	\$10,000-14,999	18.1	24.2
	\$15,000-19,999	16.4	12.1
	\$20,000+	3.4	4.7
	No response	12.8	11.3
Auto Availability	yes	13.1	17.5
	no	86.9	82.5
	No response	2.3	3.6
		N = 133	N = 1,310

*Overlapping occurs due to question asking passenger to check as many categories as apply. The 'no response' rate is unknown.

"No Response" rates not included in total percentages.

Source: CTA Owl Network Study Survey, December, 1977-January, 1978

Table 4.6

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-x79251
Trip characteristics of weekend and weekday bus passengers	9/14/79

Variable	Category	Weekend	Weekday
Trip Purpose	to work	27.7%	36.4%
	from work	32.3	38.7
	recreation/other	40.0	24.9
	No response	2.3	2.9
Trip Frequency	5 or more days/week	72.5	75.5
	2 to 4 days/week	16.0	16.0
	1 or less days/week	11.5	8.5
	No response	1.5	2.6
Access to CTA	walk	71.1	77.7
	bus/train	23.4	17.4
	auto-ride	4.7	4.5
	auto-drive	.8	.4
	No response	3.8	8.5
Access - Walk	less than 1 block	35.4	33.7
	2 blocks	25.3	30.7
	3 blocks	16.4	15.0
	4 blocks	11.4	9.4
	5 blocks	3.8	4.0
	6 blocks	5.1	3.1
	7 blocks	0.0	1.0
	8 blocks	1.3	1.7
	9 blocks	0.0	.2
	10 or more blocks	1.3	1.2
	No response	40.6	35.8
Egress from CTA	walk	68.2	75.5
	bus/train	28.6	22.5
	auto-ride	2.4	1.6
	auto-drive	.8	.4
	No response	5.3	7.9
Egress - Walk	less than 1 block	47.1	38.2
	2 blocks	19.1	27.5
	3 blocks	11.8	16.9
	4 blocks	10.3	9.6
	5 blocks	4.4	3.9
	6 blocks	4.4	1.7
	7 blocks	0.0	1.2
	8 blocks	2.9	.2
	9 blocks	0.0	.1
	10 or more blocks	0.0	.7
	No response	48.9	46.5

N = 133

N = 1,310

"No Response" rates not included in total percentages.

Source: CTA Owl Network Study Survey, December, 1977-January, 1978

CHAPTER 5

TRANSFER COLLECTION

5.1 Transfer Collection Methodology

A transfer collection of all CTA owl services was done because little or no information on owl period transfer patterns has been available. The transfer collection was completed by all fare-collecting employees (bus, rail operators, conductors, and ticket agents), who worked p.m. or midnight runs/tricks on Saturday, December 17, 1977, through Tuesday, December 20, 1977. P.M. runs/tricks collected and recorded returned transfers beginning at 2400 hours and continuing until their tour of duty was completed. The owl runs/tricks collected and recorded returned transfers from the beginning of their tour of duty until their tour of duty was completed, but not later than 0600 hours. There was on a weekday a total of 563 bus operators, 37 conductors and 72 agents involved in the transfer collection. The FARE bulletin to all fare-collecting employees can be found in Appendix 5.1. A standard CTA transfer can be found in Appendix 5.2.

The collected transfer is a transfer received from the passenger who does not wish to have it returned. The fare-collecting employee collected all the transfers and filled out the Transfer Check Slip (CTA form 3738) (see Appendix 5.3), placing it on top of the collected transfers.

The returned transfer is a transfer presented to the fare-collecting employee which the passenger requests to be returned to him. The fare-collecting employee returned the transfer in the prescribed manner and recorded this by punching the Passenger Count Card (CTA form 3068) in the appropriate square (see Appendix 5.4).

So that the transfer information collected would be most useful, clerks at each garage/terminal recorded the serial numbers of all transfers issued to runs/tricks which worked after 2000 hours. The money-handlers and garage/terminals clerks packaged the collected transfers and completed passenger count cards and sent them to CTA's Routes and Systems Section.

5.2 Transfer Collection Weaknesses

The response from the operators was very good, but there were some problems and weaknesses with the data that was collected. Some of the weaknesses and problems were:

- On one weekday, approximately 30,000 transfers were either recorded or collected. The collected transfers were counted by hand which took many man-hours to complete.
- There was no way to check the accuracy of the volume of transfers which were returned to the passengers and recorded on the passenger count cards.

-- It is difficult to get the exact time that the received transfers were presented because of CTA's policy of allowing the transfer to be valid for one hour from the time punched on the transfer, or $\frac{1}{2}$ hour for each zone that is traversed, whichever is greater.

-- It is difficult to get an individual transfer's originating route and it was costly to record the serial numbers of all transfers issued to all runs/tricks which worked after 2000 hours.

These factors combined to make it impossible to accurately obtain specific bus-to-bus transfer volumes, which was the primary purpose of the transfer collection.

5.3 Data Summary and Findings

The transfers were organized by day and garage to make sure all requested information was turned in. The transfers received/returned were counted by operating location, route, run and day. A total by route and day of transfers received/returned was recorded. Appendix 5.1 depicts the received/returned transfers for each owl and P.M. (operating after midnight) bus route for Saturday, December 17, 1977, through Tuesday, December 20, 1977. Appendix 5.6 shows the received/returned transfers for agents at each owl rapid transit station; and Appendix 5.7 shows the received/returned transfers for owl and p.m. (operating after midnight) conductors by route and terminal.

Presently, the transfer collection is the most comprehensive indication of weekend owl ridership available. Based on this source, it is estimated that owl ridership on Saturday night and Sunday night is approximately two-thirds of weekday owl ridership.

The total number of transfers presented to owl fare-collecting employees and the percentage of scheduled fare-collecting employees responding for each day are shown in the table below.

	Bus	Rapid transit		
	Owl operators	Agents	Owl conductors	Total
<u>SATURDAY</u> , Dec. 17, 1977				
Percent responding	82%	88%	86%	88%
Transfers presented	11,279	4,622	565	5,187
<u>SUNDAY</u> , Dec. 18, 1977				
Percent responding	95%	94%	79%	92%
Transfers presented*	12,936	11,712	639	12,351
<u>MONDAY</u> , Dec. 19, 1977				
Percent responding	91%	90%	79%	88%
Transfers presented	11,656	8,926	538	9,464
<u>TUESDAY</u> , Dec. 20, 1977				
Percent responding	84%	93%	50%	86%
Transfers presented	9,990	8,732	307	9,039

*Includes Supertransfers

CHAPTER 6

SERVICE EMPLOYEES INTERNATIONAL UNION AND
BUILDING MANAGERS ASSOCIATION OF CHICAGO SURVEYS

6.1 Description of These Organizations

The Service Employees International Union (SEIU) local 25 and the Building Managers Association of Chicago (BMAC) conducted surveys of their members in conjunction with the CTA owl study. The SEIU represents about 13,000 employees, mainly janitorial personnel, building engineers and security guards, many of whom work downtown during the late evening and early morning hours. The BMAC represents about 170 building managers within Chicago.

SEIU read about the owl network study and asked that CTA meet with them and the BMAC. Mr. Eugene P. Moats, President of SEIU local 25, and Elayne S. Kilgore, Executive Secretary of BMAC, offered to help and cooperate with CTA on this study to improve owl service. Mr. Larry T. Hayes, Research Director of SEIU, informed CTA that it did a transportation survey in 1974 and found 74% of its members ride CTA. It was decided that along with the CTA survey that SEIU and BMAC would survey their memberships, and that the survey results would be analyzed and incorporated into the Owl Network Study. Two articles from the SEIU union newspaper, the "Voice", discussing the study can be found in Appendices 6.1 and 6.2.

6.2 SEIU Survey Document

SEIU mailed surveys to each of its 12,000 members in December, 1977. The survey, like the CTA survey, was written in three languages (English-Polish-Spanish). The use of the trilingual survey was not unusual for SEIU because its union newspaper, the "Voice", and other union-printed materials, are printed in three languages. The survey consisted of six questions and a space for comments. The questions asked for the following information: the member's home and work addresses, work days and hours, the mode of travel used to and from work, and if CTA was used, the name of the bus or rail route(s).

There were statements on the survey from both CTA's Manager of Operations Planning and the President of SEIU. The statements explained the purpose of the survey and requested that respondents answer the survey and mail back the answer blank postage-free. A copy of this survey can be found in Appendix 6.3. CTA supplied SEIU with 12,000 CTA route maps which were sent along with the surveys.

CTA reviewed all of the comments and findings. All important comments were forwarded to CTA management.

SEIU "owl" surveys (responses from employees with work hours starting or ending between 2300 to 0500 hours) were analyzed separately. It was concluded that if a person's hours started or finished between 2300 and 0500 hours, it is highly likely that he or she would be using CTA owl service. It was found that 78% of SEIU members ride CTA to/from work; in fact, 18% of all CTA owl ridership are SEIU members.

A simple mode split (first box checked) was manually completed on both the "to work" and the "from work" parts of question five. The following table shows the results.

SEIU SURVEY

Modes Used, by Purpose

<u>Mode</u>	<u>To work</u>	<u>From work</u>
bus	73.5%	71.0%
L-subway train	11.1	7.2
commuter train	1.2	0.8
car	13.7	20.0
taxi	0.0	0.8
walking	0.5	0.2
other	0.0	0.0
	N = 862	N = 880

The table below shows the number of trips taken on CTA by SEIU members traveling from work, by 15 minute periods.

SEIU TRIPS ON CTA, FROM WORK BY ZIP CODE ZONE, BY TIME

<u>Time</u>	<u>60601</u>	<u>60602</u>	<u>60603</u>	<u>60604</u>	<u>60605</u>	<u>60606</u>	<u>60610</u>	<u>60611</u>	<u>60654</u>	<u>Total</u>
2400-0015	17	16	25	30	0	24	10	29	0	151
0016-0030	2	35	15	9	2	30	2	15	0	110
0031-0045	7	5	5	1	0	1	0	4	6	29
0046-0100	9	19	2	19	4	40	2	18	0	113
0101-0115	2	4	4	0	0	7	0	2	1	20
0116-0130	16	1	9	5	1	10	1	0	0	43
Total	<u>53</u>	<u>80</u>	<u>60</u>	<u>64</u>	<u>7</u>	<u>112</u>	<u>15</u>	<u>68</u>	<u>7</u>	<u>466</u>

NOTE: Time shown is the finishing work time.

6.3 Inter-zonal Travel Patterns from SEIU Survey

SEIU manually coded the home and work zip codes on all returned surveys. Trip desire line maps were drawn by CTA to display the inter-zonal travel patterns of SEIU owl CTA riders. The CBD includes zones 01-02-03-04-05-06-11-54, just as for analysis of the CTA survey. Appendix 6.4 shows trip travel

patterns of Service Employees International Union members who ride CTA between the CBD and all other zones. Appendix 6.5 shows the owl travel patterns of Service Employees International Union members who ride CTA between all zones outside the CBD.

These desire line maps show that the majority of the union members work in the central business district (CBD) and many live in the southwest and near northwest sides of the city. It was no surprise that the majority of SEIU trips made were in/out of the CBD, considering that the majority of the office buildings in Chicago are in the CBD and the SEIU members are primarily office maintenance and security workers.

There will be further study and analysis of the SEIU survey data. The findings will be used, in the future, in determining specific owl service changes. CTA will continue to cooperate with SEIU in updating the data base that has been developed and will listen to constructive suggestions by them to improve owl service.

6.4 Building Managers Association of Chicago Survey

The Building Managers Association of Chicago (BMAC) conducted a survey which was mailed to 170 building managers on November 22, 1977. The survey asked the building manager the address and the starting and finishing times for the following job descriptions: janitorial, engineers, security, and other. There were 97 returned surveys. A copy of the survey can be found in Appendix 6.6.

The survey data was summarized and will be used in the future when CTA analyzes specific owl service changes. CTA will continue to cooperate with the BMAC so that data can be updated.

CHAPTER 7

OWL SERVICE IN OTHER CITIES

7.1 Survey of Owl Service in Other Cities

Data regarding owl services was gathered from 12 major North American transit properties, which were most comparable to CTA in their services.

The 12 properties were:

Los Angeles, CA	SCRTD
San Francisco, CA	MUNI
Baltimore, MD	MTA
Boston, MA	MBTA
New York, NY	NYCTA
Cleveland, OH	GCRTA
Pittsburgh, PA	PAT
Philadelphia, PA	PATCO, SEPTA
Washington, DC	WMATA
Montreal, CAN	MUCTC
Toronto, CAN	TTC

A survey was sent to 11 of these transit properties regarding their owl service. CTA asked for the following information by mode (bus, light rail, heavy rail rapid transit):

- number of buses/cars operated in rush hours and in all-night service;
- number of routes operated in rush hours and all-night service;
- starting and finishing time of service if not all-night service is provided.

A copy of the survey can be found in Appendix 7.1.

PATCO was not sent a survey because CTA already had in its files all of the requested information.

7.2 Findings

The data obtained from all 12 properties was summarized and can be found in Table 7.1. The data shows, as expected, that the percentage of owl to peak service is low, though all but one of the properties offers some kind of owl service to its transit riders.

The table below depicts the range of owl-to-peak percentages separately by mode.



Table 7.1

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-x78115
Owl service in major cities	rev. 5/22/78

City	Mode	Amount of Service		
		Weekday Peak	Owl	% owl to peak
Los Angeles, CA (SCRTD)	bus/trolley bus routes	187	18	10%
	vehicles	1,845	29	2%
San Francisco, CA (Muni)	bus/trolley bus routes	65	12	18%
	vehicles	675	26	4%
	light rail routes	8	0	0%
	vehicles	112	0	0%
Chicago, IL (CTA)	bus/trolley bus routes	134	63	47%
	vehicles	2,134	167	8%
	heavy rail routes	6	4	67%
	vehicles	888	45	5%
Boston, MA (MBTA)	bus/trolley bus routes	180	(operates 0400-0200 only)	0%
	vehicles	843		0%
	light rail routes	5	(operates 0500-0100 only)	0%
	vehicles	139		0%
	heavy rail routes	3	(operates 0500-0100 only)	0%
	vehicles	216		0%
Baltimore, MD (MTA)	bus/trolley bus routes	46	15	33%
	vehicles	848	32	4%
New York, NY (NYCTA)	bus/trolley bus routes ¹	235	126	54%
	vehicles	N.A.	N.A.	N.A.
	heavy rail routes	22	20	91%
	vehicles	4,907	510	10%
Cleveland, OH (GCRTA)	bus/trolley bus routes	90	9	10%
	vehicles	620	12	2%
	light rail routes	2	(operates 0400-0100 only)	0%
	vehicles	49		0%
	heavy rail routes	1	(operates 0400-0100 only)	0%
	vehicles	75		0%

City	Mode	Amount of Service		
		Weekday Peak	Owl	% owl to peak
Pittsburgh, PA (PAT)	bus/trolley bus routes	165	4	2%
	vehicles	753	7	1%
	light rail routes	5	(operates 0500-0100 only)	0%
	vehicles	64		0%
Philadelphia, PA (PATCO)	heavy rail routes	1	1	100%
	vehicles	70	1	1%
Philadelphia, PA (SEPTA)	bus/trolley bus routes	96	13	14%
	vehicles	1,088	26	2%
	light rail routes	9	6	67%
	vehicles	153	13	9%
	heavy rail routes	3	2	67%
	vehicles	275	21	8%
Washington, D.C. (WMATA)	bus/trolley bus routes	350	14	4%
	vehicles	1,599	20	1%
	heavy rail routes	2	(operates 0600-2000 only)	0%
	vehicles	180		0%
Montreal, Canada (MUCTC)	bus/trolley bus routes	128	25 ²	20%
	vehicles	1,819	83 ²	5%
	heavy rail routes	3	(operates 0530-0130 only)	0%
	vehicles	384		0%
Toronto, Canada (TTC)	bus/trolley bus routes	103	10	10%
	vehicles	1,169	21	2%
	light rail routes	10	4	40%
	vehicles	242	14	6%
	heavy rail routes	2	(operates 0600-0130 only)	0%
	vehicles	805		0%

¹ Includes MaBSTOA in NYCTA bus operations

² Represents service at 0200-0300 hours

Source: Responses to survey distributed by CTA, March, 1978.
DHR/sj

RANGE OF OWL-TO-PEAK SERVICE PERCENTAGES

<u>Mode</u>	<u>Number of properties</u>	<u>Percent owl to peak</u>		
		<u>low</u>	<u>high</u>	<u>median</u>
Bus/trolley bus	12			
routes		0%	54%	12%
vehicles		0%	8%	2%
Light rail	6			
routes		0%	67%	0%
vehicles		0%	9%	0%
Heavy rail	9			
routes		0%	100%	0%
vehicles		0%	10%	1%

The survey covered all seven U.S. and two Canadian cities that operate heavy rail rapid transit. The results showed that two U.S. properties substitute bus for heavy rail service, while four U.S. properties operate heavy rail all night. One property does not offer owl service. Both of the Canadian cities replace heavy rail with bus service.

Five U.S. cities and one Canadian city that operate light rail transit were queried. It was found that only two U.S. cities and Toronto operate that type of service all night.

CHAPTER 8

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

8.1 Major Conclusions

This project was a successful study and analysis of the extensive network of routes operated by CTA in the owl period (midnight to 0500 hours) and the trip characteristics and travel patterns of the approximately 30,000 riders. This project has generated one of the most detailed data bases on owl services and riders in the country. This information has resulted in several changes and recommended changes in CTA owl services which have or will result in both a cost savings and improvement in the quality of owl services. Future recommendations will also be made as the detailed information is evaluated more closely.

Chapter 2 presents a description of CTA owl service. These findings are of particular significance.

- The total Monday through Friday ridership on all bus and rail routes in the owl period is 30,800 per day (23,300 bus; 7,500 rail). This amounts to 10 million riders per year; greater than the total annual ridership of any one of about 57% of American transit systems.
- Four rail and 63 bus routes operate around the clock, requiring 45 rapid transit cars and 166 buses at the time of least service.
- Service operates not more than 30 minutes apart for almost three-fourths of the owl bus routes and all of the owl rail routes for most of the five-hour period.
- The annual cost of providing transportation operating personnel on owl routes in the owl period represents 4.1% of CTA's total budget for transportation operating personnel.
- The vehicle mileage operated on 24-hour routes in the owl period in December, 1977, was 12,380 bus miles (5% of daily bus total) and 6,291 rail car miles (3% of daily rail total).
- Riding patterns developed around the all-night transit service which has operated on many routes in Chicago for up to 75 or more years. Much of the owl service offered today was offered by two of the three private properties that were consolidated in 1947 to make up the Chicago Transit Authority.

On-board riding counts were completed by CTA traffic checkers on all weekday and sample weekend owl services, as detailed in Chapter 3. The information collected included passengers boarding and alighting by stop, and arrival times at timepoints. The following are some major findings.

In the owl period (2400 to 0500 hours), on those routes which operate 24-hours a day:

- The total volume of passengers is 26,770 (19,539 bus; 7,231 rail).
- The average number of passengers on each one-way trip is 13 per bus trip and 21 passengers per rail car trip.
- There were some owl trips which carried 70 or more passengers.
- The volume of passengers boarding per vehicle mile average 1.6 per bus mile and 1.4 per rail car mile. This compares to a system average of 6.5 passengers per bus mile, and 3.1 passengers per rail car mile.
- The average unlinked trip length for owl riders is: rail, 7.3 miles; bus, 2.3 miles. These figures are essentially the same as trip lengths during the day.
- Weekday owl ridership constitutes about 1.4% of total daily ridership, but the majority of these passengers make only one-half of a daily round trip in the owl period and would probably not use CTA for the other half of their daily round trip if they could not ride at this time. The presence of owl service, therefore, generates about 2.5% of CTA rides.

Chapter 4 describes the on-board survey distributed by traffic checkers on the same nights and routes that the riding counts were taken. It was discovered that the typical CTA owl rider is a male between 25 and 44 years old. He is employed full-time with a yearly household income between \$5,000 and \$9,999. He is a transit dependent having no automobile available for his trip. He typically makes his trip for the purpose of work which he does five or more times a week. He walks to his CTA bus/train and walks no more than three blocks, and after he alights from his bus/train he walks to his destination but again no more than three blocks. He will not make a transfer if at all possible, because of the wide headways. He will most likely be traveling between the CBD and the south or southwest sides of the city. He is employed in one of the office buildings, probably as a custodial service worker.

The fifth chapter discusses the transfer collection which was completed by all fare-collecting employees who worked p.m. or midnight runs/tricks on Saturday, December 17, 1977, through Tuesday, December 20, 1977. There were, on a weekday, a total of 563 bus operators, 37 conductors, and 72 agents involved in the transfer collection. There were 21,120 transfers presented on the more representative weekday to these fare-collecting employees.

Presently, the transfer collection is the most comprehensive indication of weekend owl ridership available. Based on this source, it is estimated that owl ridership for a Saturday and a Sunday is approximately two-thirds of weekday owl ridership.

The exact time that received transfers were presented could not be determined and the individual transfer's originating route was time-consuming to obtain. These and other factors, unfortunately, made it impossible to accurately obtain specific bus-to-bus transfer volumes.

Chapter 6 presents the survey data collected by the Service Employees International Union (SEIU) Local 25 (13,000 members) and Building Managers Association of Chicago (BMAC) (170 members). These organizations offered to help and cooperate with CTA on this study because many of the SEIU members work in the office buildings downtown during the late evening and early morning hours. SEIU had previously done a transportation survey in 1974 and found that 74% of its members ride CTA to/from work. The 1978 survey found that 78% of its members ride CTA to/from work, 18%, in fact, of all CTA owl ridership are SEIU members.

The trip desire line maps which were drawn, Appendices 6.4 and 6.5, illustrate that the majority of the union members work in the central business district (CBD) and many live in the southwest and near northwest sides of the city. It was no surprise the majority of the SEIU trips made were in/out of the CBD considering that the majority of the office buildings in Chicago are in the CBD and the SEIU members are primarily office maintenance and security workers.

Data regarding owl services was gathered from 12 major North American transit properties which were most comparable to CTA in their services. A survey was sent to these properties requesting information on their owl services. The survey included all of the six other U.S. and two Canadian properties that operate heavy rail rapid transit, as of March, 1978. It was found that:

- the percentage of owl to peak service is lower than CTA's, with a median of 1.5% of vehicles and 10% of routes compared with CTA's owl-to-peak service of 7% of vehicles and 48% of routes
- all but one of the properties surveyed offers some kind of owl service
- four (including CTA) out of the seven U.S. properties that operate heavy rail transit operate all night long
- neither of the Canadian cities operates heavy rail all night, but they do replace it with bus service

8.2 Recommendations

This study has produced several different data sources, some of which still need more extensive study and analysis. Therefore, it is recommended that a detailed analysis by route be completed on the ridership data collected under the Owl Network Study. Three major tasks are recommended in utilizing the data developed from the project. They are as follows:

- (1) Develop a supply model of owl bus and rail transit services by defining zones, transit routes, modes, and the inter-relationship between the three.
- (2) Develop a realistic demand model that will analyze how owl passengers presently use the system. Considerations will include time, distance, and cost.

- (3) Using the supply and demand models, analyze the effect on ridership of potential changes in owl services, such as reroutes, service frequencies, service periods, as well as route extensions or eliminations.

These products will be useful in planning future service alternatives by comparing the costs of proposed service changes against the benefits anticipated through changes in demand due to changes in passenger convenience.

Funds for this further research have been allocated to the CTA as part of the region's FY'80 Unified Work Program, funded by the U.S. Department of Transportation.

The majority of owl bus and rail routes operate on a 30-minute headway. These long headways make it important for passengers, especially those who do not regularly ride during the owl period, to have printed schedule information, so they can plan their trips in the most expeditious way. It is recommended that owl service maps be printed showing the owl routes along with a detailed timetable for each owl route. These maps should be distributed by owl bus operators and ticket agents, and to operating locations around the city. The maps/timetables also should be sent to Service Employees International Union Local 25 and to the managers of the major office buildings, so that they can be distributed to personnel who work in the late evening and early morning hours.

We are continuing to utilize the detailed on-board riding counts and doing a comprehensive review of owl schedules to ensure optimal meets among routes. Also, we will investigate coordination of schedules with quitting times of night workers at locations of high employment.

8.3 Service Recommendations

As a result of this study, in September, 1978, Montrose owl service was discontinued due to extremely low ridership and this made it possible to extend the western terminal of the route five blocks to Chicago-Read Mental Health Center. About 35 passengers were carried on the owl trips discontinued, while 250 are riding daily on the route extension. Cost savings of the owl discontinuance are approximately \$50,000 annually. Alternate owl services are available four blocks to the south on #80 Irving Park and four blocks to the north on #81 Lawrence.

Bus route #49B North Western owl schedule has been revised as a result of this study. Route #49B operates on North Western Avenue between the Ravenswood 'L' station at Leland and Howard Streets on a 24-hours-a-day basis. The previous schedule allowed for few convenient connections. Trip times have been shifted to make as many connections as possible, especially with #49 Western bus and Ravenswood 'L' in the predominant directions. This revision, effective in December, 1978, resulted in improved ridership and passenger convenience. No increase in cost was incurred.

In November, 1979, the #62 Archer route owl headways were changed to better reflect the heavy ridership in the early part of the owl period and the lighter ridership later in the night. The trip times were scheduled to

make as many convenient connections as possible with other owl routes, again with no cost increase.

We will continue to make further recommendations on owl routings and scheduling changes as individual routes are evaluated.

APPENDICES

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-x77233

Work program

rev. 6/7/78

The Chicago Transit Authority has been granted funds by the Urban Mass Transportation Administration to undertake a technical study of CTA's owl service network. This \$50,000 study is element 0322.10 of the Chicago region's Unified Regional Planning Program, funded for Fiscal Year 1978 as project #IT-09-0083.

This project is a study and analysis of the extensive network of routes operated by CTA in the owl period (midnight to 0500 hours), and the travel patterns of the approximately 30,000 riders in this time period. This is necessary because little information is currently available on CTA owl services/ridership, and owl service has stayed essentially constant for many years, even though riding patterns may have changed significantly.

This study will establish the characteristics and volumes of owl passenger movements, including inter- and intra-modal transfer volumes, transfer locations, trip frequency, purpose, duration and length of trip, and associated travel parameters. It should show if and where changes in service are needed, and provide a data base to support such recommendations. Potential changes would include re-routes, service frequencies, hours of service, and route extensions or elimination in the owl period. There is potential for service changes which would increase cost-effectiveness to the CTA while at the same time improving service to CTA riders.

WORK PATH TASK DESCRIPTIONS (letters refer to Time-Phased Implementation Plan)

A. Objectives/needs of study:

Objectives of the project are firmly established. Data to be collected and use to be made of this data is defined.

B. Work program and budget:

Project is scoped out. Allocation of man-hours and costs is made based on experience gathered in the region from past surveys, traffic checks, and data analysis.

C. Survey design:

Method of data collection and design of questionnaire survey are addressed. Data will be collected by CTA traffic checking personnel who will take complete passenger counts and administer a questionnaire to passengers on each of CTA's 167 buses and 23 trains operating week nights, and a sample of buses and trains operating weekend (Friday-Saturday-Sunday) nights. The survey will be designed to be compatible with the CTA systemwide origin-destination survey, so that duplicative efforts are avoided and maximum use may be made of the data.

D. Implementation of passenger counts and survey:

This task provides for the printing, distribution and collection of survey as well as passenger count forms. Includes the training of personnel involved in these tasks and preparation of all required material.

E. Implementation of transfer collection:

Transfers presented to all fare-collecting employees (bus and rail operators, conductors, and ticket agents) working late-night and owl shifts, are collected for four consecutive nights. Records of transfers issued to each fare-collecting employee are obtained.

F. Coding/keypunching:

Preparation of the data collected by the survey for input to the computer for analysis.

G. Summaries of the CTA survey/count:

Output will be generated from the raw data collected from the survey, with response frequencies for all questions plus numerous cross-tabulations. Also, the passenger count data will be summarized to show riding volumes by trip and route segment.

H. Summaries of the SEIU and BMAC surveys:

The Service Employees International Union (SEIU) local 25 and the Building Managers Association of Chicago (BMAC) conducted surveys of their members in conjunction with the CTA owl study. The data supplied from both survey will be summarized to fit into the needs of the study.

I. Summaries of transfer collection:

The transfers and counts of transfers will be tabulated to show the volumes of transfers presented on each bus route and rapid transit station in the late night/owl period.

J. Analysis of data:

The data from the passenger counts, the CTA, SEIU and BMAC surveys, and the transfer count will be analyzed to provide a complete picture of CTA's owl service and the passengers who use it. Comments made by passengers on the CTA and SEIU surveys will also be reviewed. All of this information will be used on an ongoing basis by CTA staff to evaluate where changes in CTA's owl service may be appropriate.

K. Final products:

A final report of the data will be produced, consisting of tests, graphs, charts, and an executive summary. General recommendations on owl service policy and a summary of owl service provided in other major North American cities will be included.

GENERAL

The primary component of this category is project management. This effort is designed to ensure compliance of all project work tasks with stated goals and schedules and to obtain the necessary management approvals at appropriate stages. It is also a task of project management to oversee liaison with other departments or agencies (for example, the Service Employees International Union, Local 25, and the Building Managers Association of Chicago), and to maintain communications regarding the status of the project through the issuance of technical memos and reports. The reports will include a brief monthly summary and quarterly summary reports, which will cover the specific work tasks. The other related cost is travel (project management participation in conferences/seminars related to the project).

Originated:

RL Vance
 R. L. Vance
 Project Manager

Approved:

HRH
 H. R. Hirsch
 Manager, Operations Planning

Harold H. Geissenheimer 6/19/78
 Harold H. Geissenheimer
 General Operations Manager

DHR/RLV/sj

Attachments

OP-x77241 Owl Network Study Task Budget (rev. 6/12/78)
 OP-x77242 Owl Network Study Line Item Budget (rev. 6/12/78)
 OP-x78080 Owl Network Study Budget by Series Job Order 9355 (rev. 6/9/78)
 OP-x77234 Owl Network Study Time-phased implementation plan (rev. 6/6/78)

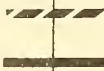
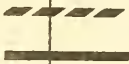
Chicago Transit Authority
 General Operations Division
 Operations Planning Department
 Routes/Systems

Owl Network Study

OP-x77234

Time-phased implementation plan

rev. 6/6/78

TASKS	July 1977	Aug	Sept	Oct	Nov	Dec	Jan 1978
A Determine needs/objectives of study							
B Develop work program/budget							
C Survey design							
D Survey/count implementation							
E Transfer collection							
F Coding/keypunching							
G Summaries of survey/count data							
H Summaries of SEIU/BMAC survey data							
I Summaries of transfer collection							
J Data analysis							
K Final products							

Budgeted Revised budgeted 

Chicago Transit Authority
 General Operations Division
 Operations Planning Department
 Routes/Systems

Cwl Network Study

OP-x77234

Time-phased implementation plan

rev. 6/6/78

TASKS	July 1977	Aug	Sept	Oct	Nov	Dec	Jan 1978	Feb	Mar	Apr	May	June	July	Aug	Sept
A Determine needs/objectives of study		////	=====												
B Develop work program/budget			////	=====											
C Survey design				////	=====										
D Survey/count implementation						=====	=====								
E Transfer collection						=====	=====								
F Coding/keypunching						=====	=====	=====							
G Summaries of survey/count data							=====	=====	=====	=====	=====	=====			
H Summaries of SEIU/EMAC survey data												=====	=====		
I Summaries of transfer collection												=====	=====		
J Data analysis									=====	=====	=====	=====	=====	=====	
K Final products										=====	=====	=====	=====	=====	=====

Budgeted //

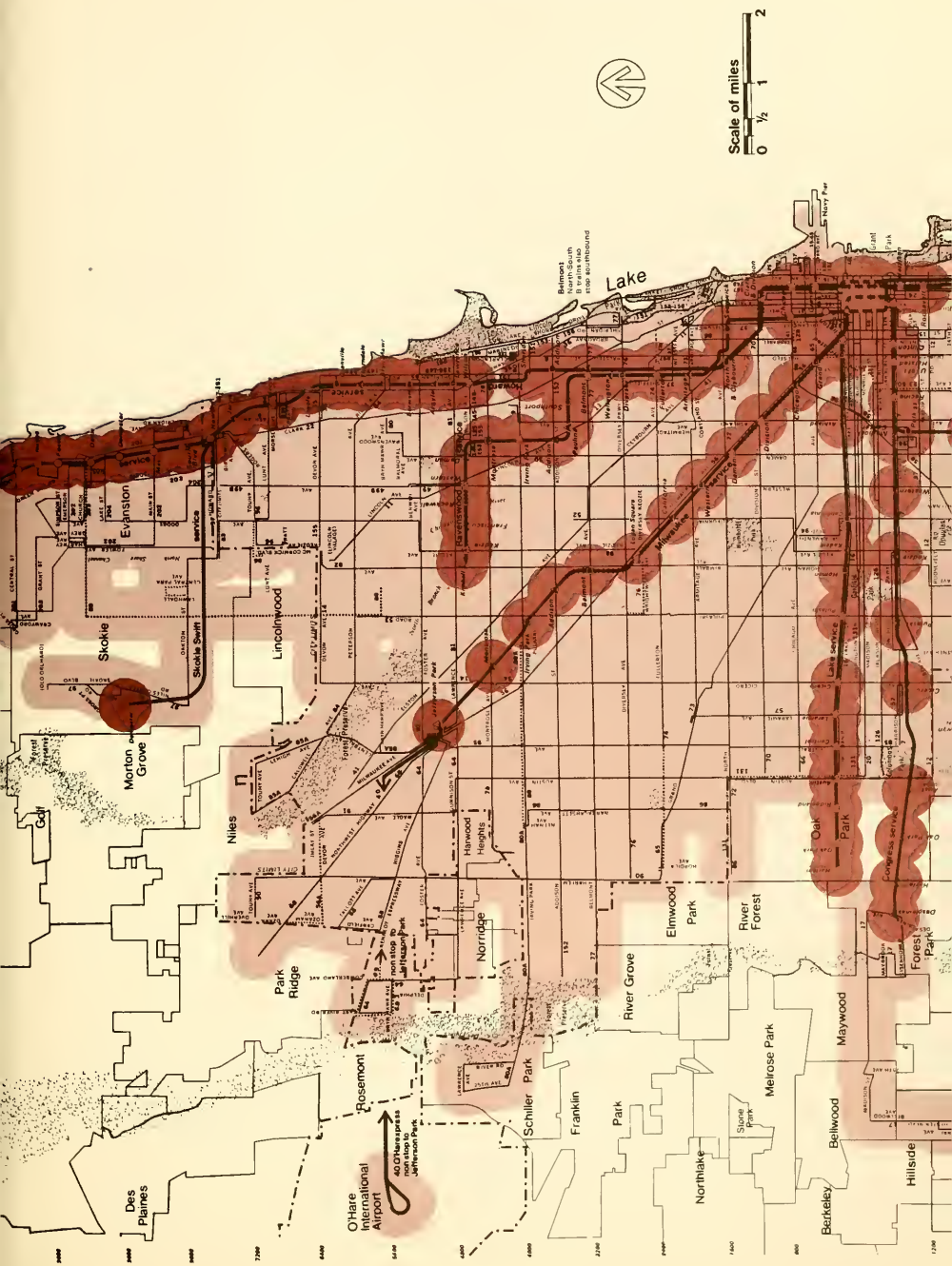
Revised budgeted =====

Actual =====

DHR/sj

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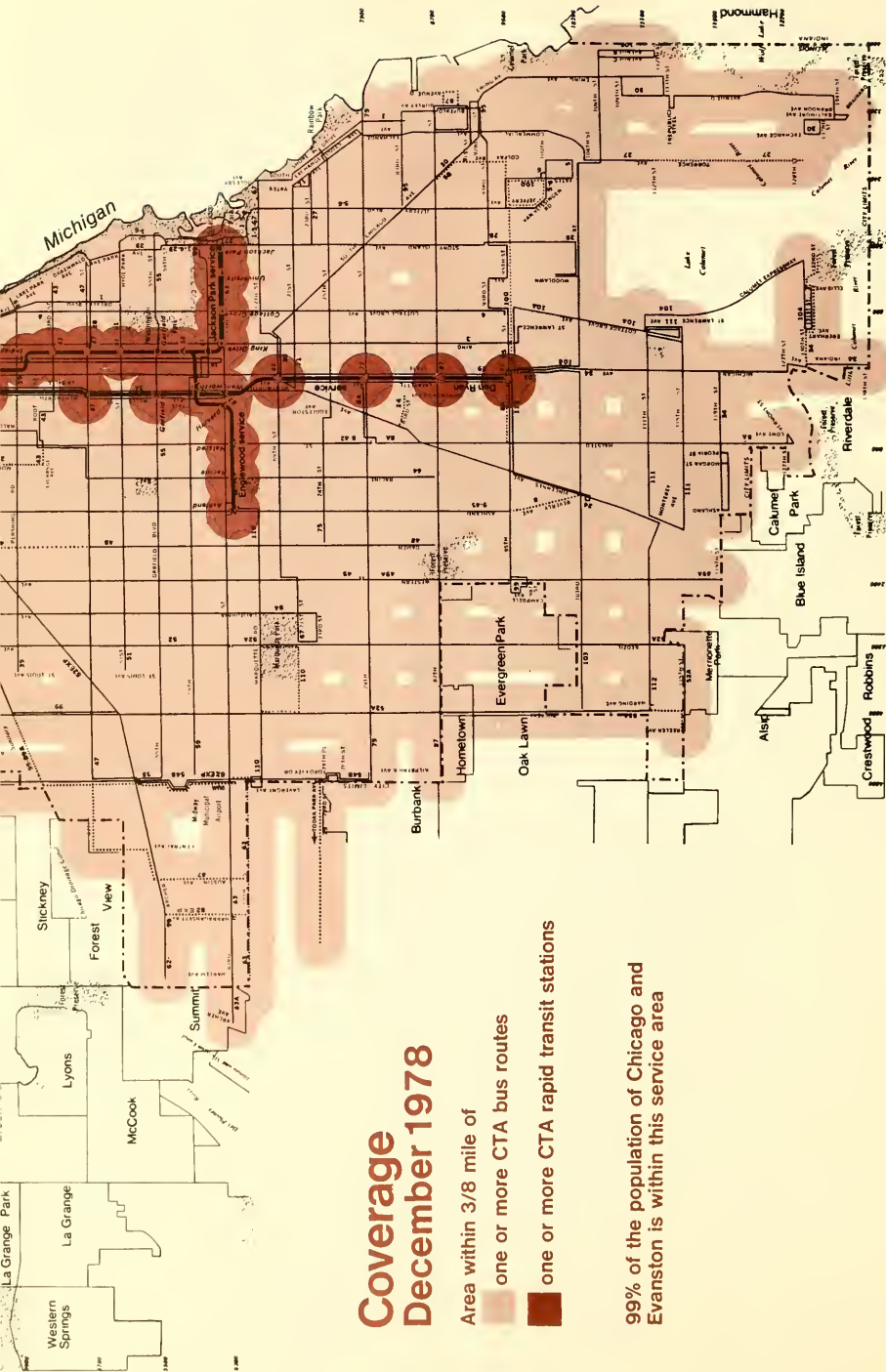
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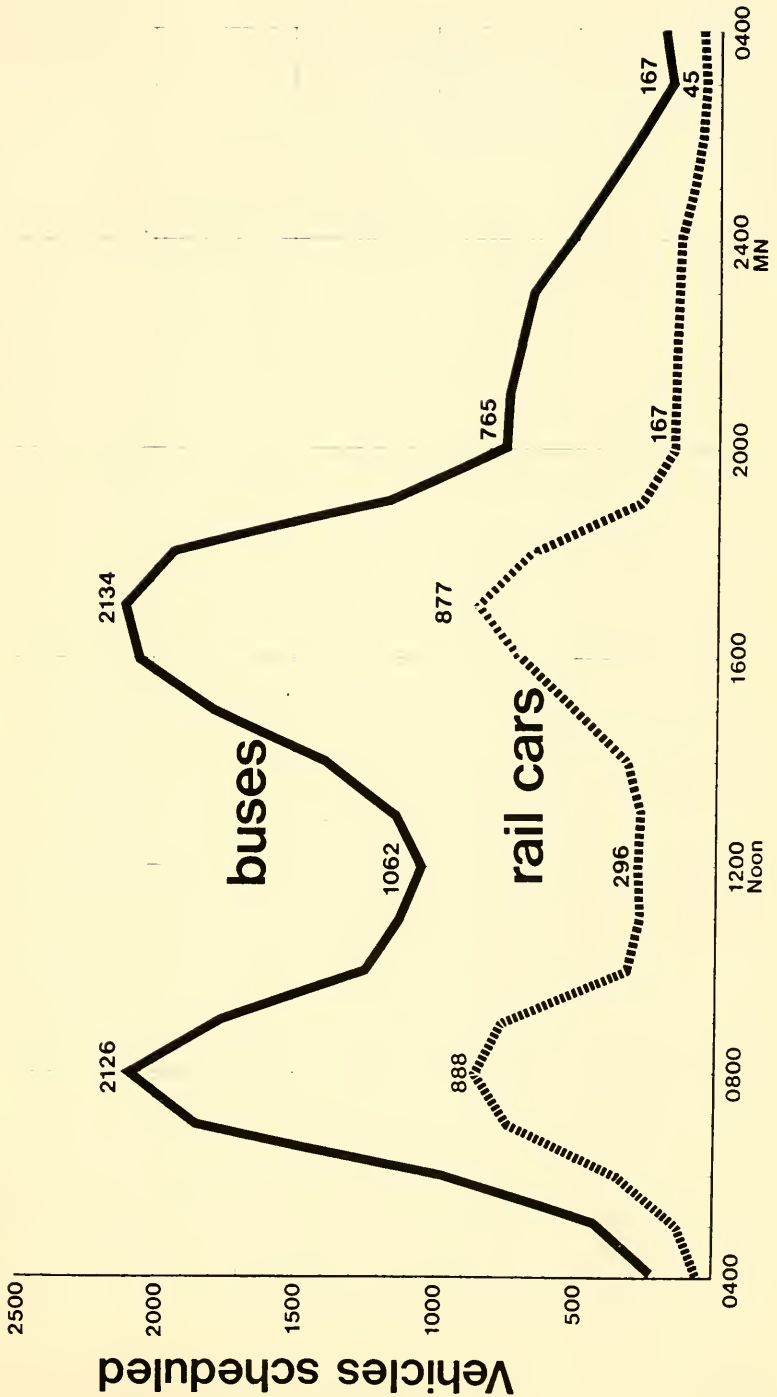


- one or more CTA bus routes

99% of the population of Chicago and Evanston is within this service area



Chicago Transit Authority Rail cars and buses in scheduled service Weekday operation as of Dec 1977



Chicago Transit Authority

General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study-Bus System

OP-y78212

Buses in service by route
 between 2400 and 0500 hours

rev. 1-19-79

		# buses pulling in after 2400 hrs	# buses in owl service	# buses pulling out before 0500 hrs			# buses pulling in after 2400 hrs
Route					Route		
1	Drexel/Hyde Park	4	0	0	49A	Western, South	2
2	Hyde Park Exp.	0	0	0	49B	Western, North	2
3	King Drive	7	2	4	50	Damen	3
4	Cottage Grove	5	5	5	51	51st	3
5	Jeffery	4	0	0	52	Kedzie/California	4
6	Jeffery Express	0	0	3	52A	Kedzie, South	3
7	Harrison	6	2	1	53	Pulaski	4
8	Halsted	8	6	5	53A	Pulaski, South	2
8A	Halsted, South	3	0	1	54	Cicero	8
9	Ashland	9	6	10	54B	Cicero, South	5
11	Lincoln	3	0	2	55	Garfield	7
12	Roosevelt	5	3	2	56	Milwaukee	5
14	Devon/Cicero	0	0	0	56A	Milwaukee, North	1
15	Canal/Wacker	0	0	0	57	Laramie	0
16	Lake	6	0	3	58	Ogden/Randolph	0
17	Westchester	2	0	1	59	59th/61st	3
18	16th/18th	5	2	3	60	Blue Island/26th	3
20	Madison	5	4	2	62	Archer	6
21	Cermak	3	3	3	62EXP	Archer Express	0
22	Clark	9	4	5	63	63rd	5
23	Morgan/Racine	0	0	0	63A	63rd, West	0
24	Wentworth	7	1	6	64	Foster/Lawrence	4
25	Cermak, West	1	0	3	65	Grand	4
27	South Deering	3	3	5	66	Chicago	4
28	Stony Island	3	3	2	67	67th/69th/71st	2
29	State	3	5	4	68	Northwest Highway	3
30	South Chicago	8	0	5	69	Cumberland Express	1
31	31st	0	0	1	70	Division	6
32	31st, West	0	0	0	71	71st	3
34	Michigan, South	3	2	3	72	North	5
35	35th	4	2	3	73	Armitage	5
36	Broadway	9	4	4	74	Fullerton	5
37	Sedgwick	0	0	2	74B	Fullerton, West	0
38	Indiana	4	0	5	75	74th/75th	1
39	Pershing	3	2	3	76	Diversey	9
40	O'Hareexpress	1	1	1	77	Belmont	5
41	Elston/Clybourn	0	0	3	78	Montrose	5
42	Halsted/Archer	0	0	0	79	79th	5
43	43rd	2	1	2	80	Irving Park	6
44	Wallace/Racine	3	4	3	80A	Irving Park, West	2
45	Ashland/Downtown	0	0	0	81	Lawrence	5
47	47th	8	3	6	82	Kimball	8
48	Damen, South	0	0	1	84	Peterson	4
49	Western	6	6	4	85	Central	6
					85A	Central, North	1

Note: Data based on Winter 1977-78 weekday schedules.

Chicago Transit Authority

General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study-Bus System

OP-y78212

Buses in service by route
between 2400 and 0500 hours

rev. 1-19-79

Route		# buses pulling in after 2400 hrs	# buses in owl service	# buses pulling out before 0500 hrs	Route		# buses pulling in after 2400 hrs	# buses in owl service	# buses pulling out before 0500 hrs	Route		# buses pulling in after 2400 hrs	# buses in owl service	# buses pulling out before 0500 hrs	
1	Drexel/Hyde Park	4	0	0	49A	Western, South	2	1	2	86	North/Narragansett	0	0	0	
2	Hyde Park Exp.	0	0	0	49B	Western, North	2	1	2	87	87th	5	0	4	
3	King Drive	7	2	4	50	Damen	3	4	3	88	Higgins	2	1	1	
4	Cottage Grove	5	5	5	51	51st	3	1	3	89	Northeastern Ill. U	0	0	0	
5	Jeffery	4	0	0	52	Kedzie/California	4	5	5	90	Harlem	3	0	1	
6	Jeffery Express	0	0	3	52A	Kedzie, South	3	0	2	91	Austin	6	0	1	
7	Harrison	6	2	1	53	Pulaski	4	4	5	92	Foster	2	2	2	
8	Halsted	8	6	5	53A	Pulaski, South	2	1	3	93	California, North	4	1	1	
8A	Halsted, South	3	0	1	54	Cicero	8	3	4	94	California, South	6	0	2	
9	Ashland	9	6	10	54B	Cicero, South	5	0	3	95	83rd/95th	5	2	4	
11	Lincoln	3	0	2	55	Garfield	7	0	4	96	Lunt/Touhy	3	0	0	
12	Roosevelt	5	3	2	56	Milwaukee	5	4	5	97	Skokie	3	0	2	
14	Devon/Cicero	0	0	0	56A	Milwaukee, North	1	1	1	98	Ogden	0	0	1	
15	Canal/Wacker	0	0	0	57	Laramie	0	0	1	99	Stevenson Express	0	0	0	
16	Lake	6	0	3	58	Ogden/Randolph	0	0	0	100	Jeffery Manor Exp.	0	0	0	
17	Westchester	2	0	1	59	59th/61st	3	2	3	103	103rd, West	1	2	1	
18	16th/18th	5	2	3	60	Blue Island/26th	3	3	3	104	Pullman	1	2	1	
20	Madison	5	4	2	62	Archer	6	6	3	106	103rd/106th	2	2	1	
21	Cermak	3	3	3	62EXP	Archer Express	0	0	0	110	Marquette	0	0	0	
22	Clark	9	4	5	63	63rd	5	4	5	111	111th/115th	4	0	2	
23	Morgan/Racine	0	0	0	63A	63rd, West	0	0	1	112	Vincennes/111th	4	2	3	
24	Wentworth	7	1	6	64	Foster/Lawrence	4	0	3	120	North Western/Wacker	0	0	0	
25	Cermak, West	1	0	3	65	Grand	4	4	4	121	Union/Wacker Exp.	0	0	0	
27	South Deering	3	3	5	66	Chicago	4	3	3	125	Water Tower Express	0	0	0	
28	Stony Island	3	3	2	67	67th/69th/71st	2	3	2	126	Jackson	6	1	1	
29	State	3	5	4	68	Northwest Highway	3	incl.in 56A	3	128	Orleans	0	0	0	
30	South Chicago	8	0	5	69	Cumberland Express	1	0	0	129	North Western/Franklin	0	0	0	
31	31st	0	0	1	70	Division	6	2	1	131	Washington	0	0	0	
32	31st, West	0	0	0	71	71st	3	0	2	135	Wilson/LaSalle Exp.	0	0	0	
34	Michigan, South	3	2	3	72	North	5	3	3	136	Sheridan/LaSalle Exp.	0	0	0	
35	35th	4	2	3	73	Armitage	5	1	4	145	Wilson/Michigan Exp.	0	0	0	
36	Broadway	9	4	4	74	Fullerton	5	2	3	146	Sheridan Express	0	0	0	
37	Sedgwick	0	0	2	74B	Fullerton, West	0	0	0	147	Outer Drive Exp.	0	0	0	
38	Indiana	4	0	5	75	74th/75th	1	2	1	148	Wilson/Michigan ODX	0	0	0	
39	Pershing	3	2	3	76	Diversey	9	1	3	149	Stateliner	0	0	0	
40	O'Hare Express	1	1	1	77	Belmont	5	3	2	151	Sheridan	11	0	0	
41	Elston/Clybourn	0	0	3	78	Montrose	5	1	4	152	Addison	7	0	1	
42	Halsted/Archer	0	0	0	79	79th	5	3	4	153	Wilson/Michigan	4	0	0	
43	43rd	2	1	2	80	Irving Park	6	3	2	155	Devon	2	1	1	
44	Wallace/Racine	3	4	3	80A	Irving Park, West	2	0	2	156	LaSalle	0	0	0	
45	Ashland/Downtown	0	0	0	81	Lawrence	5	2	2	157	Streeterville	0	0	0	
47	47th	8	3	6	82	Kimball	8	0	5	201	Central/Sherman	0	0	0	
48	Damen, South	0	0	1	84	Peterson	4	0	0	202	Main/Emerson	0	0	0	
49	Western	6	6	4	85	Central	6	3	1	203	Ridge/Grant	0	0	0	
Note: Data based on Winter 1977-78 weekday schedules.					85A	Central, North	1	0	0	204	Dodge	0	0	0	
					Total					398 166 258					

buses owl service	# buses pulling out before 0500 hrs	Route	# buses pulling in after 2400 hrs	# buses in owl service	# buses pulling out before 0500 hrs
1	2	86 North/Narragansett	0	0	0
1	2	87 87th	5	0	4
4	3	88 Higgins	2	1	1
1	3	89 Northeastern Ill. U	0	0	0
5	5	90 Harlem	3	0	1
0	2	91 Austin	6	0	1
4	5	92 Foster	2	2	2
1	3	93 California, North	4	1	1
3	4	94 California, South	6	0	2
0	3	95 83rd/95th	5	2	4
0	4	96 Lunt/Touhy	3	0	0
4	5	97 Skokie	3	0	2
1	1	98 Ogden	0	0	1
0	1	99 Stevenson Express	0	0	0
0	0	100 Jeffery Manor Exp.	0	0	0
2	3	103 103rd, West	1	2	1
3	3	104 Pullman	1	2	1
6	3	106 103rd/106th	2	2	1
0	0	110 Marquette	0	0	0
4	5	111 111th/115th	4	0	2
0	1	112 Vincennes/111th	4	2	3
0	3	120 North Western/Wacker	0	0	0
4	4	121 Union/Wacker Exp.	0	0	0
3	3	125 Water Tower Express	0	0	0
3	2	126 Jackson	6	1	1
1. in 56A	3	128 Orleans	0	0	0
0	0	129 North Western/Franklin	0	0	0
2	1	131 Washington	0	0	0
0	2	135 Wilson/LaSalle Exp.	0	0	0
3	3	136 Sheridan/LaSalle Exp.	0	0	0
1	4	145 Wilson/Michigan Exp.	0	0	0
2	3	146 Sheridan Express	0	0	0
0	0	147 Outer Drive Exp.	0	0	0
2	1	148 Wilson/Michigan ODX	0	0	0
1	3	149 Stateliner	0	0	0
3	2	151 Sheridan	11	0	0
1	4	152 Addison	7	0	1
3	4	153 Wilson/Michigan	4	0	0
3	2	155 Devon	2	1	1
0	2	156 LaSalle	0	0	0
2	2	157 Streeterville	0	0	0
0	5	201 Central/Sherman	0	0	0
0	0	202 Main/Emerson	0	0	0
3	1	203 Ridge/Grant	0	0	0
0	0	204 Dodge	0	0	0
Total			398	166	258

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-y79016
Ridership trend -- bus 1955-60-65-70-75-77	Rev.8-23-79

Route	Maximum load point	1955			1960		
		owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
2 Roosevelt	Halsted ¹	1,005	23,244	4.2%	744	17,320	4.4%
2 Clark	Division ²	876	29,881	3.0%	895	31,034	2.9%
6 Broadway							
7 47th	North-South ³	450	12,421	3.6%	473	15,256	3.1%
3 Stony Island							
9 Western	Milwaukee ⁴	734	21,310	3.9%	516	13,753	3.8%
3 Pulaski	Chicago ⁵	448	20,226	2.2%	404	17,217	2.4%
6 Milwaukee	Diversey ⁶	840	19,391	4.4%	631	24,936	2.5%
2 Archer	Halsted ⁷	840	24,440	3.4%	753	24,466	4.4%
2 EXP Archer Exp							
3 63rd	Ashland ⁸	848	20,987	4.0%	512	22,809	2.2%
6 Chicago	Ashland	632	22,277	2.8%	661	16,594	4.0%
7 67/69/71	69/Ryan ⁹	208	8,681	4.0%	124	8,049	1.6%
4 Fullerton	Kimball ¹⁰	212	8,795	2.4%	180	8,953	2.1%
3 Montrose	Western ¹¹	115	10,774	1.0%	117	7,323	1.6%
	total	<u>7,208</u>	<u>222,427</u>	<u>3.2%</u>	<u>6,010</u>	<u>207,710</u>	<u>2.8%</u>

Changes in locations checked

at Western, 1955, 1960, 1965	⁷ at Western, 1955
at Madison, 1955	⁸ at Halsted, 1955
at Halsted, 1955 (includes #47 only)	⁹ at Halsted, 1955; Wentworth, 1960, 1965
at Madison, 1955, 1960, 1965	¹⁰ at Western, 1955
at Madison, 1955, 1960, 1970	¹¹ at Damen, 1960, 1965
at Western, 1955; Kedzie, 1960, 1965, 1970	

buses owl service	# buses pulling out before 0500 hrs	Route	# buses pulling in after 2400 hrs	# buses in owl service	# buses pulling out before 0500 hrs
1	2	86 North/Narragansett	0	0	0
1	2	87 87th	5	0	4
4	3	88 Higgins	2	1	1
1	3	89 Northeastern Ill. U	0	0	0
5	5	90 Harlem	3	0	1
0	2	91 Austin	6	0	1
4	5	92 Foster	2	2	2
1	3	93 California, North	4	1	1
3	4	94 California, South	6	0	2
0	3	95 83rd/95th	5	2	4
0	4	96 Lunt/Touhy	3	0	0
4	5	97 Skokie	3	0	2
1	1	98 Ogden	0	0	1
0	1	99 Stevenson Express	0	0	0
0	0	100 Jeffery Manor Exp.	0	0	0
2	3	103 103rd, West	1	2	1
3	3	104 Pullman	1	2	1
6	3	106 103rd/106th	2	2	1
0	0	110 Marquette	0	0	0
4	5	111 111th/115th	4	0	2
0	1	112 Vincennes/111th	4	2	3
0	3	120 North Western/Wacker	0	0	0
4	4	121 Union/Wacker Exp.	0	0	0
3	3	125 Water Tower Express	0	0	0
3	2	126 Jackson	6	1	1
0	3	128 Orleans	0	0	0
0	0	129 North Western/Franklin	0	0	0
2	1	131 Washington	0	0	0
0	2	135 Wilson/LaSalle Exp.	0	0	0
3	3	136 Sheridan/LaSalle Exp.	0	0	0
1	4	145 Wilson/Michigan Exp.	0	0	0
2	3	146 Sheridan Express	0	0	0
0	0	147 Outer Drive Exp.	0	0	0
2	1	148 Wilson/Michigan ODX	0	0	0
1	3	149 Stateliner	0	0	0
3	2	151 Sheridan	11	0	0
1	4	152 Addison	7	0	1
3	4	153 Wilson/Michigan	4	0	0
3	2	155 Devon	2	1	1
0	2	156 LaSalle	0	0	0
2	2	157 Streeterville	0	0	0
0	5	201 Central/Sherman	0	0	0
0	0	202 Main/Emerson	0	0	0
3	1	203 Ridge/Grant	0	0	0
0	0	204 Dodge	0	0	0
Total			398	166	258

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-y79016
Ridership trend -- bus 1955-60-65-70-75-77	Rev.8-23-79

Route	Maximum load point	1955			1960			1965			1970			1975			1977		
		owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
12 Roosevelt	Halsted ¹	1,005	23,244	4.2%	744	17,320	4.4%	532	12,463	4.3%	260	9,215	2.8%	219	7,603	2.9%	127	6,345	2.0%
22 Clark 36 Broadway	Division ²	876	29,881	3.0%	895	31,034	2.9%	816	21,924	3.7%	790	23,335	3.3%	690	22,889	3.0%	518	23,232	2.2%
47 47th 28 Stony Island	North-South ³	450	12,421	3.6%	473	15,256	3.1%	317	11,222	2.8%	369	10,994	3.3%	453	10,662	4.2%	249	10,167	2.5%
49 Western	Milwaukee ⁴	734	21,310	3.9%	516	13,753	3.8%	409	9,631	4.3%	226	10,218	2.2%	178	8,066	2.2%	101	8,080	1.3%
53 Pulaski	Chicago ⁵	448	20,226	2.2%	404	17,217	2.4%	211	15,819	1.3%	166	11,387	1.5%	--	--	--	137	6,484	2.1%
56 Milwaukee	Diversey ⁶	840	19,391	4.4%	631	24,936	2.5%	530	23,447	2.3%	344	10,292	3.4%	190	8,031	2.4%	217	5,448	4.0%
62 Archer 62EXP Archer Exp	Halsted ⁷	840	24,440	3.4%	753	24,466	4.4%	400	26,560	1.5%	905	30,079	3.0%	735	30,766	2.4%	612	24,051	2.5%
63 63rd	Ashland ⁸	848	20,987	4.0%	512	22,809	2.2%	358	16,099	2.2%	285	10,708	2.7%	--	--	--	125	9,087	1.4%
66 Chicago	Ashland	632	22,277	2.8%	661	16,594	4.0%	476	15,794	3.0%	379	9,686	3.9%	225	8,718	2.6%	152	8,794	1.7%
67 67/69/71	69/Ryan ⁹	208	8,681	4.0%	124	8,049	1.6%	180	5,042	3.6%	150	9,758	1.6%	279	9,327	3.0%	277	10,721	2.6%
74 Fullerton	Kimball ¹⁰	212	8,795	2.4%	180	8,953	2.1%	142	8,283	1.7%	173	7,025	2.4%	133	5,817	2.3%	101	5,141	2.0%
78 Montrose	Western ¹¹	115	10,774	1.0%	117	7,323	1.6%	119	6,114	1.9%	91	4,916	1.8%	73	3,671	2.0%	41	4,095	1.0%
	total	<u>7,208</u>	<u>222,427</u>	<u>3.2%</u>	<u>6,010</u>	<u>207,710</u>	<u>2.8%</u>	<u>4,490</u>	<u>172,398</u>	<u>2.6%</u>	<u>4,138</u>	<u>147,613</u>	<u>2.8%</u>	<u>3,175</u>	<u>115,550</u>	<u>2.7%</u>	<u>2,657</u>	<u>121,645</u>	<u>2.2%</u>

Changes in locations checked

¹ at Western, 1955, 1960, 1965

² at Madison, 1955

³ at Halsted, 1955 (includes #47 only)

⁴ at Madison, 1955, 1960, 1965

⁵ at Madison, 1955, 1960, 1970

⁶ at Western, 1955; Kedzie, 1960, 1965, 1970

⁷ at Western, 1955

⁸ at Halsted, 1955

⁹ at Halsted, 1955; Wentworth, 1960, 1965

¹⁰ at Western, 1955

¹¹ at Damen, 1960, 1965

-- location not checked

NOTE: Owl period is from midnight to 0500 hours.
 The percentages of owl ridership shown
 above are higher than systemwide percentages,
 since all points checked have 24-hour
 service, whereas (currently) overall only
 63 out of the 134 bus routes have service
 around the clock.

Source: Schedule section 24-hour counts of
 maximum passenger loads on 12 routes.

Route	1970				1975			1977		
	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
65	4.3%	260	9,215	2.8%	219	7,603	2.9%	127	6,345	2.0%
24	3.7%	790	23,335	3.3%	690	22,889	3.0%	518	23,232	2.2%
22	2.8%	369	10,994	3.3%	453	10,662	4.2%	249	10,167	2.5%
31	4.3%	226	10,218	2.2%	178	8,066	2.2%	101	8,080	1.3%
319	1.3%	166	11,387	1.5%	--	--	--	137	6,484	2.1%
447	2.3%	344	10,292	3.4%	190	8,031	2.4%	217	5,448	4.0%
560	1.5%	905	30,079	3.0%	735	30,766	2.4%	612	24,051	2.5%
999	2.2%	285	10,708	2.7%	--	--	--	125	9,087	1.4%
794	3.0%	379	9,686	3.9%	225	8,718	2.6%	152	8,794	1.7%
042	3.6%	150	9,758	1.6%	279	9,327	3.0%	277	10,721	2.6%
283	1.7%	173	7,025	2.4%	133	5,817	2.3%	101	5,141	2.0%
114	1.9%	91	4,916	1.8%	73	3,671	2.0%	41	4,095	1.0%
398	2.6%	4,138	147,613	2.8%	3,175	115,550	2.7%	2,657	121,645	2.2%

-- location not checked

NOTE: Owl period is from midnight to 0500 hours.
The percentages of owl ridership shown above are higher than systemwide percentages since all points checked have 24-hour service, whereas (currently) overall only 63 out of the 134 bus routes have service around the clock.

Source: Schedule section 24-hour counts of maximum passenger loads on 12 routes.

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-y79253

Ridership trend - rail
 1955-60-65-70

9-17-79

Route	Branch	Maximum load point	1955			1960		
			owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
North-South	South Side	Roosevelt	4,743	172,083	2.7%	4,856	177,832	2.7%
	North Side	Chicago	-	-	-	3,894	181,105	2.2%
	Kenwood	Indiana	208	7,807	2.6%	-	-	-
	Stock Yards	Halsted	123	7,425	1.7%	-	-	-
West-Northwest	Milwaukee	Chicago ¹ and Grand	633	62,957	1.0%	1,177	68,456	1.8%
	Douglas	Polk	593	35,578	1.6%	694	40,271	1.6%
	Congress	Kedzie	483	28,056	1.7%	604	43,324	1.5%
West-South	Lake	Halsted; Ashland ² and Clark/Lake	597	66,125	1.0%	596	55,518	1.2%
	Ryan	Sox/35th and Adams/Wabash	-	-	-	-	-	-
Ravenswood		Belmont	512	44,753	1.0%	491	47,058	1.0%
Evanston		South Blvd. ³	-	-	-	294	18,622	1.6%
Skokie		Dempster	-	-	-	-	-	-
		totals	7,892	424,784	1.8%	12,606	632,186	2.0%

Changes in locations checked¹ at Chicago, 1955 and 1960² at Halsted and Ashland, 1955, 1960, 1965³ at Howard, 1960

		1970			1975			1977		
		owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
5										
3	4.3%	260	9,215	2.8%	219	7,603	2.9%	127	6,345	2.0%
4	3.7%	790	23,335	3.3%	690	22,889	3.0%	518	23,232	2.2%
2	2.8%	369	10,994	3.3%	453	10,662	4.2%	249	10,167	2.5%
1	4.3%	226	10,218	2.2%	178	8,066	2.2%	101	8,080	1.3%
9	1.3%	166	11,387	1.5%	--	--	--	137	6,484	2.1%
7	2.3%	344	10,292	3.4%	190	8,031	2.4%	217	5,448	4.0%
0	1.5%	905	30,079	3.0%	735	30,766	2.4%	612	24,051	2.5%
9	2.2%	285	10,708	2.7%	--	--	--	125	9,087	1.4%
4	3.0%	379	9,686	3.9%	225	8,718	2.6%	152	8,794	1.7%
2	3.6%	150	9,758	1.6%	279	9,327	3.0%	277	10,721	2.6%
3	1.7%	173	7,025	2.4%	133	5,817	2.3%	101	5,141	2.0%
4	<u>1.9%</u>	<u>91</u>	<u>4,916</u>	<u>1.8%</u>	<u>73</u>	<u>3,671</u>	<u>2.0%</u>	<u>41</u>	<u>4,095</u>	<u>1.0%</u>
8	<u>2.6%</u>	<u>4,138</u>	<u>147,613</u>	<u>2.8%</u>	<u>3,175</u>	<u>115,550</u>	<u>2.7%</u>	<u>2,657</u>	<u>121,645</u>	<u>2.2%</u>

-- location not checked

NOTE: Owl period is from midnight to 0500 hours.
The percentages of owl ridership shown
above are higher than systemwide percentages,
since all points checked have 24-hour
service, whereas (currently) overall only
63 out of the 134 bus routes have service
around the clock.

Source: Schedule section 24-hour counts of
maximum passenger loads on 12 routes.

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-y79253
Ridership trend - rail 1955-60-65-70	9-17-79

Route	Branch	Maximum load point	1955			1960			1965			1970		
			owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
North-South	South Side	Roosevelt	4,743	172,083	2.7%	4,856	177,832	2.7%	4,899	189,860	2.6%	3,319	111,543	3.0%
	North Side	Chicago	-	-	-	3,894	181,105	2.2%	3,889	188,584	2.1%	3,323	141,405	2.3%
	Kenwood	Indiana	208	7,807	2.6%	-	-	-	-	-	-	-	-	-
	Stock Yards	Halsted	123	7,425	1.7%	-	-	-	-	-	-	-	-	-
West-Northwest	Milwaukee	Chicago ₁ and Grand	633	62,957	1.0%	1,177	68,456	1.8%	430	71,641	0.6%	1,210	72,221	1.7%
	Douglas	Polk	593	35,578	1.6%	694	40,271	1.6%	394	45,419	0.8%	794	37,484	2.1%
	Congress	Kedzie	483	28,056	1.7%	604	43,324	1.5%	362	43,974	0.8%	623	31,504	2.0%
West-South	Lake	Halsted; Ashland ₂ and Clark/Lake	597	66,125	1.0%	596	55,518	1.2%	454	61,182	0.7%	782	53,483	1.5%
	Ryan	Sox/35th and Adams/Wabash	-	-	-	-	-	-	-	-	-	819	59,613	1.4%
Ravenswood		Belmont	512	44,753	1.0%	491	47,058	1.0%	302	48,722	0.6%	364	33,346	1.1%
Evanston		South Blvd. ₃	-	-	-	294	18,622	1.6%	129	18,278	0.7%	304	16,761	1.8%
Skokie		Dempster	-	-	-	-	-	-	0	6,389	0.0%	0	7,129	0.0%
totals			7,892	424,784	1.8%	12,606	632,186	2.0%	10,859	674,049	1.6%	11,538	564,489	2.0%

Changes in locations checked

¹ at Chicago, 1955 and 1960

² at Halsted and Ashland, 1955, 1960, 1965

³ at Howard, 1960

-- location not checked

NOTE: Owl period is from midnight to 0500 hours

Source: Schedule section 24-hour counts of
maximum passenger loads on 6 routes.

	1965			1970		
	owl	24-hour total	% owl to total	owl	24-hour total	% owl to total
l al	4,899	189,860	2.6%	3,319	111,543	3.0%
	3,889	188,584	2.1%	3,323	141,405	2.3%
	-	-	-	-	-	-
	-	-	-	-	-	-
	430	71,641	0.6%	1,210	72,221	1.7%
	394	45,419	0.8%	794	37,484	2.1%
	362	43,974	0.8%	623	31,504	2.0%
	454	61,182	0.7%	782	53,483	1.5%
	-	-	-	819	59,613	1.4%
	302	48,722	0.6%	364	33,346	1.1%
	129	18,278	0.7%	304	16,761	1.8%
	<u>0</u>	<u>6,389</u>	<u>0.0%</u>	<u>0</u>	<u>7,129</u>	<u>0.0%</u>
	10,859	674,049	1.6%	11,538	564,489	2.0%

-- location not checked

NOTE: Owl period is from midnight to 0500 hours

Source: Schedule section 24-hour counts of
maximum passenger loads on 6 routes.

TRAFFIC CHECKERS' INSTRUCTIONS

December 9, 1977

TO CHECKERS:

During the weeks of December 11 and 18, you will be participating in both an on-board survey and a riding check of all weeknight and some weekend owl bus and rapid transit runs. The riding check will be accomplished by recording the number and location of boarding and alighting passengers while on your assigned owl bus/train. The survey will be accomplished by passing out and collecting surveys on board your assigned bus/train only between 2400 and 0500 hours.

RIDING CHECK INSTRUCTIONS

1. Record the standard information needed in a boarding/alighting check: passengers boarding and alighting by stop, and also arriving times at time points.
2. If your surveys have serial numbers, record both the first and last number of surveys issued that night.
3. Do not mail the check forms into CTA; keep them with the surveys and they will be collected.

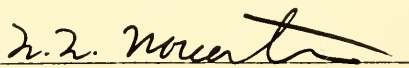
SURVEY INSTRUCTIONS

1. You will receive a package of surveys for each of your assigned owl runs. Each package will be identified by date and run. Pass out only those surveys on that date and run shown; each package should contain enough surveys for that run.
2. The surveys are written in English, Spanish and Polish. You will be given pencils to pass out with the surveys.
3. Pass out surveys only between 2400 and 0500 hours.
4. Give a survey to every passenger that boards your vehicle, but don't argue if the passenger refuses to cooperate. If a person doesn't speak English, point out that the survey is also in Spanish and Polish. Sit at the front of the bus so that you can give out the surveys to everyone.
5. Wait 5 to 10 minutes and then collect the surveys, or collect a survey from each passenger upon his/her alighting. Otherwise, passengers may deposit the surveys in envelopes you have which can be taped up 1) on the panel behind the driver, and 2) behind the rear door. If the passenger has not finished filling out his/her survey, point out the fact that it may be dropped in any mailbox, with CTA paying the postage.
6. It is important that you collect as many surveys (and pencils) on board as you can.
7. At the end of your work, separate the used and unused surveys. They will be collected during the week. Keep each day's surveys separate.
8. You should have a shopping bag with you to carry all of these materials, rather than leaving them on a bus or rapid transit seat.

Thanks for your cooperation in this study of CTA owl services.

Questions you may have can be directed to Messrs. Sabol, Noakes, or Reilly,
or us: Bob Vance - CTA: 664-7200, ext. 337 - Home: 337-1262.
Dennis Ryan - CTA: 664-7200, ext. 1246 - Home: 289-5717.

Approved:


W. W. Worcester

DHR/mlh

WORK ORDER

Chicago Transit Authority
 Surface System
 Friday for Thursday, P.M. to Friday, A.M.

Run #K618

#60 Blue Island Thursday, December 15, 1977 PM to Friday, December 16, 1977 AM

Boarding & Alighting by stops - Time taken at time points

Lv. Cicero	Lv. Monroe/State
2122 ²	2158
2252	2328
Lunch	
0032	0110
0156	0240
0326	0410

Haney

Run #K619

#60 Blue Island Thursday, December 15, 1977 PM to Friday, December 16, 1977 AM

Boarding & Alighting by stops - Time taken at time points

Lv. Cicero	Lv. Monroe/State
2307 ²	2343
Lunch	
0058	0140
0226 ²	0310
0356 ²	0440

W. W. Smith

TIME POINTS

24th Place/Cicero

Pulaski

Kedzie

Western

Ashland

18th

Halsted

Canal-Adams

Monroe/State



CHICAGO TRANSIT AUTHORITY
OPERATIONS PLANNING DEPARTMENT
SCHEDULE AND TRAFFIC SECTION

SURFACE SYSTEM TRAFFIC SURVEY

#60 BLUE ISLAND

DAY THURSDAY DATE 12-15-77AT BD. + AL. BY STOPS DIRECTION WESTWEATHER CLOUDY TEMP. _____HEAVIEST LOAD ☐ ARRIVING ☐ LEAVING ☐CHECKER W. W. SMITH

LINE	BUS NO.	TERM	ARRIVING TIME		PASS.	NO. OF SUBS	AV. PER SUB	TOTAL	RUN NO.	BUS NO.	TERM	ARRIVING TIME		PASS.	NO. OF SUBS	AV. PER SUB	TOTAL
			SCHED.	ACTUAL								SCHED.	ACTUAL				
1	MONROE-STATE		2343	BD.			AL.		2	W. MONROE-STATE		0140	BD.			AL.	
	6192586	X	2344	(8)						6192586	X	0140	(7)				
	MS-CLARK				1		—			ADAMS-STATE				5		—	
	-WACKER				—		1			" -CANAL		0144		—		—	
	-CANAL		2348		—		3			CLINTON-JACKSON				1		—	
	CLINTON-CLINTON				1		—			HARRISON-HALSTED		0148		—		—	
	-HALSTED		2351		—		—			KACINE-TAYLOR				—		1	
	BLUE ISLAND-18TH		2356		3		1			" -14TH				1		—	
	" -ASHLAND		2358		—		—			BLUE ISLAND-18TH		0154		—		1	
	" -WOLCOTT				—		1			" " -ASHLAND		0158		1		—	
	" -WESTERN		0002		1		—			" " -LEWITT				2		—	
	TH -SACRAMENTO				—		2			" " -WESTERN		0202		1		1	
	-KEDZIE		0006		1		4			26TH-CALIFORNIA				—		1	
	-ST. LOUIS				—		1			" -KEDZIE		0206		—		3	
	-LAUNDALE				—		1			" -SPAVADING				—		3	
	-PULASKI		0010		—		—			" -CENTRAL PK.				—		2	
	-KILDARE				—		1			" -SPRINGFIELD				—		1	
	P. CICERO		0016				(8)			" -PULASKI		0211		—		—	
										" -KARLOV				2		—	
										" -KILDARE				—		1	
										" -KOSTNER				—		2	
										PRK. CICERO		0216				(10)	

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-x79010

Weekday owl ridership by route
 Checks taken in 1970

1/19/79

Route		Total both directions		
		Number of trips	Number of passengers	Average number of passengers
3	King Drive	14	196	14
4	Cottage Grove	12	396	33
7	Harrison	18	171	10
8	Halsted	12	426	36
9	Ashland	30	483	16
11	Lincoln	14	91	7
12	Roosevelt	12	162	14
17	Westchester	16	24	2
18	16th/18th	12	132	11
20	Madison	8	168	21
21	Cermak	14	119	9
22	Clark	12	162	14
24	Wentworth	12	24	2
27	South Deering	32	216	7
28	Stony Island	18	279	16
29	State	16	160	10
30	South Chicago	10	25	3
34	Michigan, South	12	84	7
35	35th	10	70	7
38	Indiana	14	57	4
39	Pershing	14	77	6
43	43rd	22	88	4
44	Wallace/Racine	16	88	6
47	47th	10	190	19
49	Western	30	417	14
49A	Western, South	12	30	3
49B	Western, North	14	21	2
50	Damen	28	119	4
51	51st	10	65	7
52	Kedzie/California	22	167	8
53	Pulaski	28	287	10
53A	Pulaski, South	12	60	5
54	Cicero	14	203	15
56	Milwaukee	10	150	15
56A	Milwaukee, North	14	35	3
59	59th/61st	12	114	10
60	Blue Island/26th	14	189	14
62	Archer	24	468	20
63	63rd	10	140	14
65	Grand	12	192	16

		Total both directions		
Route		Number of trips	Number of passengers	Average number of passengers
66	Chicago	14	280	20
67	67th/69th/71st	18	306	17
68	Northwest Highway	14	21	2
70	Division	14	252	18
73	Armitage	12	78	7
74	Fullerton	16	184	12
75	74th/75th	16	136	9
76	Diversey	16	160	10
77	Belmont	16	256	16
78	Montrose	16	144	9
79	79th	30	333	11
80	Irving Park	14	161	12
81	Lawrence	16	192	12
85	Central	16	176	11
88	Higgins	14	35	3
92	Foster	14	14	1
93	California, North	12	30	3
97	Skokie	8	44	6
103	103rd, West	20	130	7
104	Pullman	18	135	8
106	103rd/106th	20	100	5
112	Vincennes/111th	14	42	3
126	Jackson	24	96	4
155	Devon	10	15	2
TOTAL		1,008	9,865	10

NOTE: Included as owl service are all trips operating on each route's owl headway.

Owl routes not checked were: #25 West Cermak
 #36 Broadway
 #37 Sedgwick
 #40 O'Hare
 #72 North
 #95 83/95

cta**TRAVEL SURVEY**

The Chicago Transit Authority is undertaking a study to improve its services during the "owl" hours, midnight to 5:00 A.M. Please help us by completing the following questionnaire. **YOU MAY DROP IT IN THE BOX AT THE FRONT OR BACK DOOR OF THE BUS OR TRAIN, OR GIVE IT TO THE CTA REPRESENTATIVE ON BOARD. IF YOU CANNOT FINISH IT ON BOARD, DROP IT IN ANY MAILBOX. NO POSTAGE IS REQUIRED.**

1. Where did you start this trip?

Street Address or nearest Intersection _____ Zip Code _____
(13-17)

2. What time did you leave the above location? _____ (circle)
AM
PM
(18-21) (22)

3. How did you get to this CTA bus or train? _____ (23)
☐ I walked. How many blocks? _____ (24-25)
☐ I took another bus or train. Which route(s)? _____

_____ (26-28) _____ (29-31)
☐ I got a ride. ☐ I drove

4. Where are you going?

Street Address or nearest Intersection _____ Zip Code _____
(40-44)

5. How will you get there after leaving this bus or train? (45)
☐ Walk. How many blocks? _____ (46-47)
☐ Take another bus or train. Which route(s)? _____

_____ (48-50) _____ (51-53)
☐ Get a ride ☐ Drive

6. What is the reason for this trip? (57)
☐ To work ☐ From work ☐ Recreation
☐ Other _____ (please specify)

7. On the average, how many days per week do you make this trip on CTA? (58)
☐ 5 or more ☐ 2 to 4 ☐ 1 or less

8. Did you have an automobile available for this trip? (59)
☐ Yes ☐ No

9. Are you: ☐ Male? ☐ Female? (60)

10. What is your age? (61)
☐ Under 16 ☐ 16-20 ☐ 21-24
☐ 25-44 ☐ 45-64 ☐ 65 - over

11. Are you (check as many as apply) (62)
☐ Employed full-time (62)
☐ Employed part-time (63)
☐ Student (64)
☐ Retired (65)
☐ Unemployed (66)

12. What do you estimate your yearly household income to be? (67)
☐ Under \$5,000
☐ \$5,000 - \$10,000
☐ \$10,000 - \$15,000
☐ \$15,000 - \$20,000
☐ \$20,000 or more

13. On what bus or L-subway route did you receive this survey? _____ (68-70)

14. Write any comments or suggestions here:

Please return this survey to the CTA representative aboard this bus or train, or drop in any mailbox as soon as possible. No postage is required. Thank you for riding the CTA, and taking the time to fill out this survey!

cta TRAVEL SURVEY

The Chicago Transit Authority is undertaking a study to improve its services during the "owl" hours, mid night to 5:00 A.M. Please help us by completing the following questionnaire. YOU MAY DROP IT IN THE BOX AT THE FRONT OR BACK DOOR OF THE BUS OR TRAIN, OR GIVE IT TO THE CTA REPRESENTATIVE ON BOARD. IF YOU CANNOT FINISH IT ON BOARD, DROP IT IN ANY MAILBOX. NO POSTAGE IS REQUIRED.

1. Where did you start this trip?

Street Address or nearest Intersection Zip Code
(113-17)

2. What time did you leave the above location? (circle)
-
- AM
-
- PM
-
- (118-21) (22)

3. How did you get to this CTA bus or train? (23)
-
- ☐
- I walked. How many blocks? (24-25)
-
- ☐
- I took another bus or train. Which route(s)?

(26-28) (29-31)
☐ I got a ride. ☐ I drove

4. Where are you going?

Street Address or nearest Intersection Zip Code
(40-44)

5. How will you get there after leaving this bus or train? (45)
-
- ☐
- Walk. How many blocks? (46-47)
-
- ☐
- Take another bus or train. Which route(s)?

(48-50) (51-53)
☐ Get a ride ☐ Drive

6. What is the reason for this trip? (54)
-
- ☐
- To work
- ☐
- From work
- ☐
- Recreation
-
- ☐
- Other (please specify)

7. On the average, how many days per week do you make this trip on CTA? (58)
-
- ☐
- 5 or more
- ☐
- 2 to 4
- ☐
- 1 or less

8. Did you have an automobile available for this trip? (59)
-
- ☐
- Yes
- ☐
- No

9. Are you
- ☐
- Male?
- ☐
- Female? (60)

10. What is your age? (61)
-
- ☐
- Under 16
- ☐
- 16-20
- ☐
- 21-24
-
- ☐
- 25-44
- ☐
- 45-64
- ☐
- 65 - over

11. Are you (check as many as apply) (62)
-
- ☐
- Employed full-time (62)
-
- ☐
- Employed part-time (63)
-
- ☐
- Student (64)
-
- ☐
- Retired (65)
-
- ☐
- Unemployed (66)

12. What do you estimate your yearly household income to be? (67)
-
- ☐
- Under \$5,000
-
- ☐
- \$5,000 - \$10,000
-
- ☐
- \$10,000 - \$15,000
-
- ☐
- \$15,000 - \$20,000
-
- ☐
- \$20,000 or more

13. On what bus or L-subway route did you receive this survey? (68-70)

14. Write any comments or suggestions here.

Please return this survey to the CTA representative aboard this bus or train, or drop in any mailbox as soon as possible. No postage is required. Thank you for riding the CTA, and taking the time to fill out this survey!

FIRST CLASS
PERMIT NO. 11103
CHICAGO, ILLINOIS



BUSINESS REPLY MAIL

NO POSTAGE STAMP NECESSARY IF MAILED IN THE UNITED STATES

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CHICAGO TRANSIT AUTHORITY
OPERATIONS PLANNING - Room 707
MERCHANDISE MART PLAZA
P. O. BOX 3555
CHICAGO, ILLINOIS 60654

cta ENCUESTA SOBRE EL USO DE CTA

La Autoridad del Transporte de Chicago está llevando a cabo una encuesta con el propósito de mejorar sus servicios durante las horas nocturnas o "owl", media noche a las 5:00 A.M. Agradecemos su cooperación, llenando el siguiente cuestionario. USTED PUEDE DEPOSITARLO EN LAS CAJAS JUNTO A LAS PUERTAS DE ENTRADA O SALIDA EN EL TREN O AUTOBUS, O ENTREGARLO AL REPRESENTANTE DE CTA DE LA UNIDAD DONDE VIAJA. SI NO TIENE OPORTUNIDAD DE LLENARLO DENTRO DE SU RECORRIDO, DEPOSITÉLO EN CUALQUIER BUZÓN DE CORREO NO NECESITA TIMBRES POSTALES.

1 ¿Dónde inició este viaje?

Dirección o la más cercana intersección zona postal (13-17)

AM

2 ¿A qué hora partió del sitio arriba indicado? (Circle) (18-21) (22)

3 ¿Cómo llegó hasta el tren o autobús de CTA? (23)
☐ Caminando. ¿Cuántas cuadras? (24-25)
☐ Transbordando de otro autobús o tren. ¿Cuál ruta(s)?

(26-28) (29-31)

☐ Por automóvil ☐ Maneje

4 ¿Hasta donde va?

Dirección o la más cercana intersección zona postal (40-44)

5 ¿Cómo llegará hasta ese lugar al salir de este tren o autobús? (45)
☐ Caminando. ¿Cuántas cuadras? (46-47)
 Transbordando a otro tren o autobús. ¿Cuál ruta(s)?

(48-50) (51-53)

☐ Por automóvil ☐ Manejando

6 ¿Cuál es la razón por la que está viajando? (57)
☐ A Trabajar ☐ Regresa de trabajar
☐ Recreación ☐ Otra (favor de especificar)

7 ¿Cuál es el promedio de días por semana que usted hace este viaje por CTA? (58)
☐ 5 o más ☐ 2 a 4 ☐ 1 o menos

8 ¿Tiene automóvil en el que podría haber hecho este viaje?
☐ Si ☐ No (59)

9 Es usted. (60)
☐ ¿Hombre? ☐ ¿Mujer?

10 ¿Cuál es su edad? (61)
☐ Menor de 16 ☐ 16-20 ☐ 21-24
☐ 25-44 ☐ 45-64 ☐ 65 o más

11 Es usted. (Indique la(s) que correspondan en su caso)
☐ Empleado tiempo completo (62)
☐ Empleado por unas horas (63)
☐ Estudiante (64)
☐ Jubilado (65)
☐ No tiene empleo (66)

12 ¿En cuánto estima que sean los ingresos anuales en su hogar? (67)
☐ Menos de \$5,000
☐ \$5,000 - \$10,000
☐ \$10,000 - \$15,000
☐ \$15,000 - \$20,000
☐ \$20,000 o más

13 ¿En qué ruta de autobús o "EL" (tren) recibió este cuestionario? (68-70)

14 Escriba en este espacio sus comentarios o sugerencias:

Cuando haya llenado este cuestionario, por favor entréguelo al representante de CTA a cargo de esta tren o autobús o dépositelo en cualquier buzón de correos. No necesita timbres postales. Agradecemos su patrocinio al viajar por CTA y su gentileza por llenar este cuestionario

cta KWIESTONARZ PO DROZY

CHICAGO TRANSIT AUTHORITY podaje ten kwestionariusz ażeby ulepszyć obsługę pomiędzy północą a 5-tą ranę. Prosimy o wypełnienie kwestionariusza. Po wypełnieniu można wrzucić do pudełka przy frontowych lub tylnych drzwiach autobusu lub kolejkę albo oddać przedstawicielowi CTA. Jeżeli nie można wypełnić kwestionariusza na miejscu to można go wrzucić do skrzynki pocztowej bez naopiniowania znaczków.

1. Z jakiego miejsca rozpoczynasz jazdę?

Adres ulicy albo najbliższa intersekcja Zip Code (13-17)

Rane

2. O której godzinie rozpoczynasz jazdę? (18-21) (22)
☐ Wieczor

3. Jak się dostałeś do tego CTA autobusu lub kolejkę? (23)
☐ Piechotą. Ile bloków szedłeś? (24-25)
☐ Wziąłem autobus lub kolejkę. Jakim kierunkiem?

(26-28) (29-31)

☐ Byłem podwieziony samochodem. ☐ Jazda

4. Dokąd idziesz?

Adres ulicy albo najbliższa intersekcja Zip Code (40-44)

5. Jak się tam dostaniesz jak zejdziesz z autobusu lub kolejkę? (45)
☐ Piechotą. Ile bloków? (46-47)
☐ Muszę wziąć jeszcze jeden autobus albo kolejkę. Jakim Kierunkiem?

(48-50) (51-53)

☐ Będę podwieziony samochodem. ☐ Jazda

6. Co jest przyczyną tej jazdy? (57)
☐ Do pracy ☐ Z pracy ☐ Rozrywka (proszę odhaczyć)
☐ Inne

7. Ile razy w tygodniu odbywasz tę jazdę na CTA? (58)
☐ 5 lub więcej ☐ 2-4 ☐ 1 lub mniej

8. Czy masz możliwość jechać samochodem? (59)
☐ Tak ☐ Nie

9. Czy jesteś: ☐ Mężczyzną? ☐ Kobieta? (60)

10. Ile masz lat? (61)
☐ poniżej 16 ☐ 16 do 20 ☐ 21 do 24
☐ 25 do 44 ☐ 45 do 64 ☐ 65 lub starszy

11. Czy jesteś. (Proszę odpowiedzieć o ile możliwości) (62)
☐ Zatrudniony cały czas? (62)
☐ Pracujesz nie pełny czas? (63)
☐ Studentem? (64)
☐ Na emeryturze albo na pensji? (65)
☐ Nie pracujący? (66)

12. Mniej więcej ile zarabiasz rocznie? (67)
☐ Poniżej \$5,000
☐ \$5,000 - \$10,000
☐ \$10,000 - \$15,000
☐ \$15,000 - \$20,000
☐ \$20,000 - \$ lub więcej

13. Na którym autobus albo "EL" dostałeś ten kwestionariusz? (68-70)

14. Jeżeli masz jakieś uwagi aby polepszyć transportację na autobusach lub kolejkę proszę napisać poniżej:

Proszę zwrócić ten kwestionariusz do przedstawiciela CTA w autobusie lub kolejkę albo wrzucić go do skrzynki pocztowej tak szybko jak jest to możliwe. Opłata pocztowa jest nie potrzebna. Dziękujemy za korzystanie z usług CTA i czas potrzebny do wypełnienia tego kwestionariusza

FIRST CLASS
PERMIT NO. 11103
CHICAGO, ILLINOIS



BUSINESS REPLY MAIL

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CHICAGO TRANSIT AUTHORITY
OPERATIONS PLANNING - Room 707
MERCHANDISE MART PLAZA
P. O. BOX 3555
CHICAGO, ILLINOIS 60654

Checker: *Haney*
Route: *# 60 Blue Isl*
Run: *K 618*
Date: *12/15-16*

Number of surveys issued:

Number of surveys returned:

7 completed

71 not used
71

Card that identified each package of surveys.



MANUALLY CODED SURVEY DATA

- 1) If the survey was filled out in Polish or Spanish, a letter 'P' or 'S' was written on the survey.
- 2) If the survey was mailed back, a letter 'M' was written on the survey.
- 3) The zip codes corresponding to the street address or intersection given in Questions 1 and 4 were entered, if missing. This was completed with the use of the U.S. Post Office Zip Code Directory.
- 4) The bus route number or the rail route initials, if missing, were added for Questions 3, 5 and 13.
- 5) If the survey was completed on Friday night, the number 1; Saturday night, the number 2; and Sunday night, the number 3, were recorded on the survey. (Monday night/Tuesday morning through Thursday night/Friday morning were considered together as weekdays.)

KEY PUNCH and VERIFY INSTRUCTIONS				JOB NAME		OP. CODE	JOB NO.
FREQUENCY:				CARD (FORM) NO.			
SOURCE DOCUMENTS USED Missing data - blank Right justify				DISPOSITION OF CARDS			
RECEIVED FROM				DISPOSITION OF DOCUMENTS			
CARD FIELD		COLUMNS FROM TO		Function	REMARKS		
1.	Language	7	7		"p" or "S" (from upper left corner) or blank		
2.	Day code	8	8		F=1, Sat=2, Sun=3 or blank		
3.	Zip code -- start trip	13	17		5 digit		
4.	Time start	18	21		Time		
5.	A.M.-P.M. Flag	22	22		"1" if A.M., "2" if P.M.		
6.	Access	23	23		"1" if walk, "2" bus-train, "3" ride, "4" drove		
7.	# of blocks	24	25				
8.	Routes	26	28		Alphanumeric route number or NS, WNW, E, WS		
9.	Routes	29	31		Alphanumeric route number or NS, WNW, E, WS		
10.	Zip code -- end trip	40	44		5 digit		
11.	Egress	45	45		"1" if walk, "2" bus-train, "3" ride, "4" drove		
12.	# of blocks	46	47				
13.	Routes	48	50		Alphanumeric route number or NS, WNW, E, WS		
14.	Routes	51	53		Alphanumeric route number or NS, WNW, E, WS		
15.	Reason for trip	57	57		1, 2, 3 or 4 punch		
16.	Trip frequency	58	58		1, 2, 3 or 4 punch		
17.	Auto available	59	59		1 or 2 punch		
18.	Sex	60	60		1 or 2 punch		
19.	Age	61	61		1, 2, 3, 4, 5 or 6 punch		
20.	Employed full-time	62	62		1 or leave blank		
21.	Employed part-time	63	63		1 or leave blank		
22.	Student	64	64		1 or leave blank		
23.	Retired	65	65		1 or leave blank		

CHICAGO TRANSIT AUTHORITY

TABULATING DEPARTMENT

KEY PUNCH and VERIFY INSTRUCTIONS				JOB NAME		OP. CODE	JOB NO.
FREQUENCY:					CARD (FORM) NO.		
SOURCE DOCUMENTS USED					DISPOSITION OF CARDS		
RECEIVED FROM					DISPOSITION OF DOCUMENTS		
CARD FIELD		COLUMNS FROM TO		Function	REMARKS		
11	1. Unemployed	66	66		1 or leave blank		
12	2. Income	67	67		1, 2, 3, 4, 5 or leave blank		
13	3. Route received on	68	71		Alphanumeric route number or NS, WNW, E, WS		
	4. Mailback	72	72		M (from lower right corner) or blank		
	5.						
	6.						
	7.						
	8.						
	9.						
	10.						
	11.						
	12.						
	13.						
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	15.						
	16.						
	17.						
	18.						
	19.						
	20.						
	21.						
	22.						
	23.						

Corresp.
survey
number:

-3-

15. If you prefer the bus or train to the auto, which of the following is the most important reason? (check one box only)

☐ Faster than car
 ☐ Bus or train is more comfortable
☐ Cheaper than car
 ☐ No parking problems/cost
☐ Don't like to drive
 ☐ Other _____
 (please specify)

16. What is the zip code at your home? _____

17. Are you: ☐ Male?

What is your age:

☐ Female?
 ☐ Under 16?
 ☐ 45 - 64?
☐ 16 - 24?
 ☐ 65 or over?
☐ 25 - 44?

18. Are you: ☐ Employed? ☐ Unemployed? ☐ Other?

Which best describes your usual occupation?

☐ Craftsman
 ☐ Service
 ☐ Student (Above Grade 12)
☐ Office or clerical
 ☐ Professional
 ☐ Housewife
☐ Labor
 ☐ Managerial/Proprietor
 ☐ Retired
☐ Sales
 ☐ Student (Grade K-12)
 ☐ Other _____
 (please specify)

19. What is the combined annual income of your household before taxes? (check one)

☐ Less than \$6000
 ☐ \$12,000 - \$17,999
 ☐ \$24,000 or above
☐ \$6000 - \$11,999
 ☐ \$18,000 - \$23,999

OPTIONAL:

The above information can be even more helpful if we can talk to you for a few minutes by telephone. May we call you for a follow-up interview in a few weeks? If so, would you please indicate your name or initials, your telephone number, and the time you would like to be called?

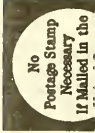
_____, _____, _____
 (name or initial) (phone) (when to call)

COMMENTS: _____

Thank you for taking the time to help us respond to your needs and desires. Please return this questionnaire to the person you received it from, drop it in the conveniently located box, or just drop it in the mail.

Commuter rail riders will find a convenient drop box at the downtown stations.

Thank you!
RTA



PLEASE FOLD ON THE DOTTED LINE

- ☐ Faster than car
☐ Cheaper than car
☐ Don't like to drive
☐ Bus or train is more comfortable
☐ No parking problems/cost
☐ Other _____ (please specify)

☐ Female?

☐ 45 - 64?

☐ 65 or over?

☐ 25 - 44?

- ☐
- Sales
- ☐
- Student (Grade K-12)
- ☐
- Other _____
-
- (please specify)

- ☐
- \$6000 - \$11,999
- ☐
- \$18,000 - \$23,999

The above information can be even more helpful if we can talk to you for a few minutes by telephone. May we call you for a follow-up interview in a few weeks? If so, would you please indicate your name or initials, your telephone number, and the time you would like to be called?

(name or initial) (phone) (when to call)

COMMENTS: _____

Commuter rail riders will find a convenient drop box at the downtown stations.

No
Postage Stamp
Necessary
If Mailed in the
United States



FIRST CLASS PERMIT NO. 73251 - CHICAGO, ILLINOIS

TRAVEL SURVEY
REGIONAL TRANSPORTATION AUTHORITY
300 NORTH STATE STREET
CHICAGO, ILLINOIS 60610

Public transportation is important to us all! We, the RTA, in cooperation with your local carrier, want to improve public transportation, but we need your help. This survey is your chance to make your needs and desires known. Our sample is small, so your response is important and can have an impact on RTA policy. The survey takes only a few minutes to complete. Please help us by completing and returning this questionnaire.

1. Where did you get on this bus or train? _____
(station or intersection) (town)

2. What is the place you started from? (check one box only)

- ☐ Home ☐ Recreation/Visiting ☐ Medical/Dental ☐ Shopping
☐ Work ☐ Personal Business ☐ School ☐ Other

Where is this place? _____
(address or intersection) (town)

3. What time did you begin this trip (from home, work, or other origin)?

☐ AM ☐ PM

4. How did you get to this bus or train? (check one box only)

- ☐ Drove car and parked ☐ CTA rail
☐ Was dropped off by car ☐ Suburban bus
☐ Walked _____ blocks ☐ Commuter rail
(number)
☐ CTA bus ☐ Other _____
(please specify)

5. Where is the place you are going? _____
(address or intersection) (town)

6. Is the place you are going: (check one box only)

- ☐ Home? ☐ Recreation/Visiting? ☐ Medical/Dental? ☐ Shopping?
☐ Work? ☐ Personal Business? ☐ School? ☐ Other?

7. To make this public transportation trip, what type of fare and how much did you pay? (check one box only)

- | How Much? | | How Much? |
|---|--|---|
| ☐ Regular adult fare? \$. | | ☐ Handicapped fare? \$. |
| ☐ Student fare? \$. | | ☐ Multiple ride tickets/Monthly pass? \$. |
| ☐ Child fare? \$. | | |
| ☐ Senior Citizens fare? \$. | | ☐ Other? \$.
(please specify) |

-2-

8. How many transfers will it take to complete this trip? (check one box only)

- ☐ None ☐ One ☐ Two ☐ Three ☐ Four or more

9. After leaving this bus or train, how will you complete this trip? (check one box only)

- ☐ Drive auto ☐ CTA rail
☐ Picked up by auto ☐ Suburban bus
☐ Walk _____ blocks ☐ Commuter rail
(numbers)
☐ CTA bus ☐ Other _____
(please specify)

10. How often do you ordinarily make the following types of trips by public transportation? (check one box for each trip purpose)

Trip Purpose	5 Or More Times Per Week	3-4 Times Per Week	1-2 Times Per Week	Less Than Once Per Week	Never
Work	☐	☐	☐	☐	☐
Shopping	☐	☐	☐	☐	☐
School	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

11. If one public transit improvement could be made, which of these would you choose? (Check only one box)

- ☐ Less waiting at stops ☐ More "pork 'n' ride" facilities
☐ Less walking to stops ☐ Less overall travel time
☐ Fewer transfers ☐ Lower fare
☐ More security ☐ More comfortable vehicle
☐ More exclusive lanes for buses ☐ Other _____
(please specify)

12. How many autos or other passenger vehicles are there of your household? (check one box only)

- ☐ None ☐ One ☐ Two ☐ Three or more

13. Are you a licensed driver? ☐ YES ☐ NO

14. Was an auto or other passenger vehicle available for the trip you are now making? (check one box only)

- ☐ No
☐ Yes, but with inconvenience
☐ Yes, but I prefer the bus or train

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 73251 - CHICAGO, ILLINOIS

TRAVEL SURVEY
REGIONAL TRANSPORTATION AUTHORITY
300 NORTH STATE STREET
CHICAGO, ILLINOIS 60610

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Never

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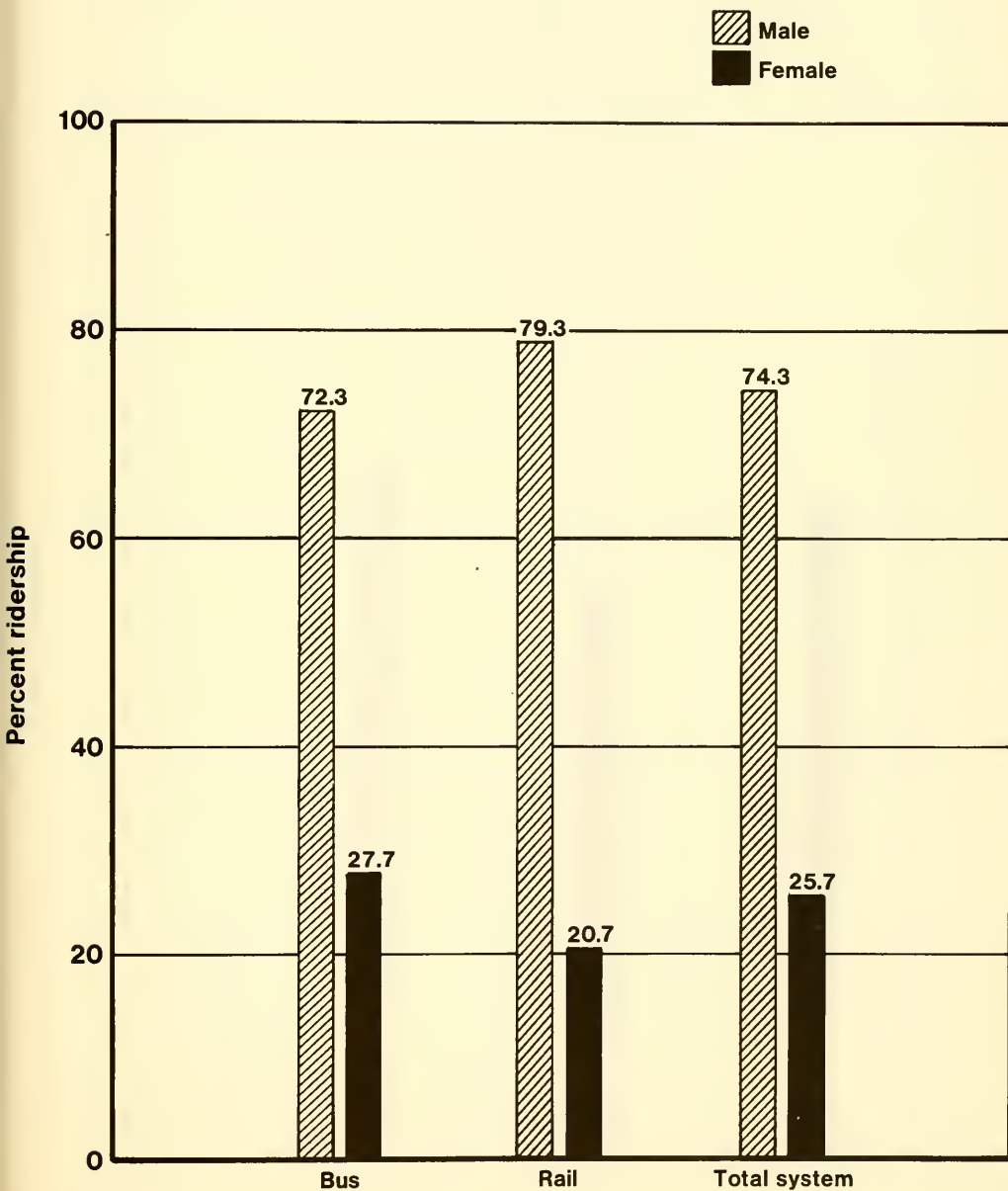
scify)

(check one

making?

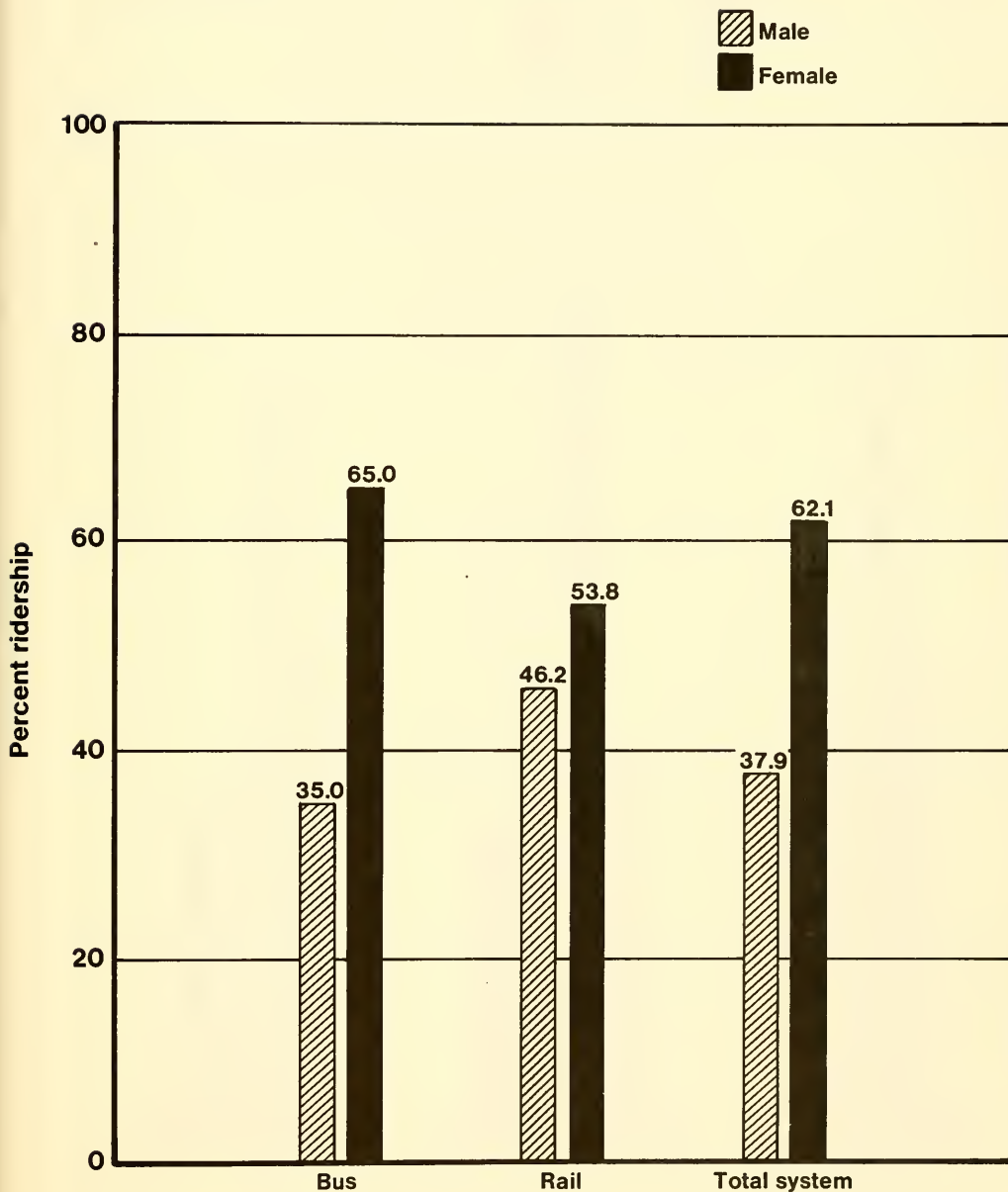
Appendix 4.6

Owl survey Male-female ridership



Appendix 4.7

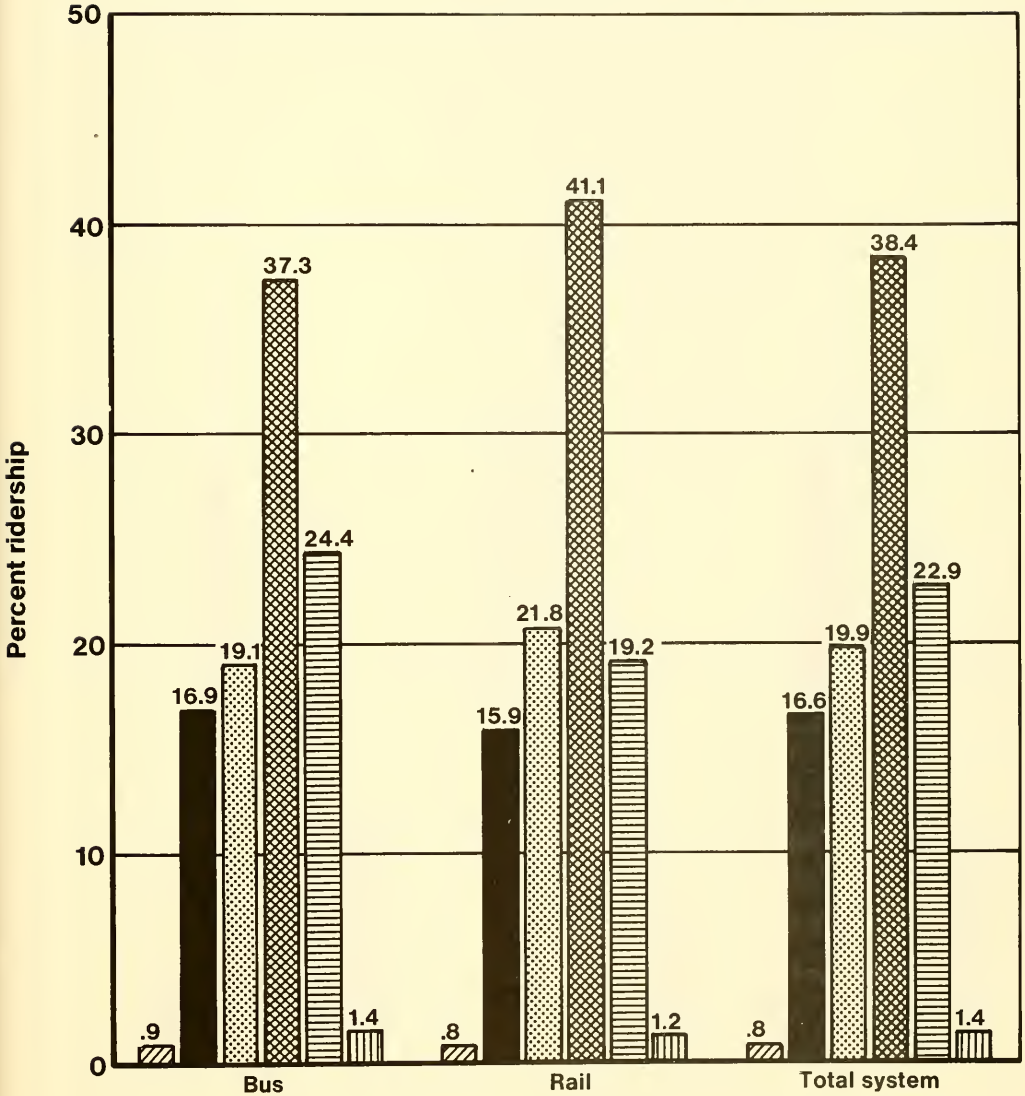
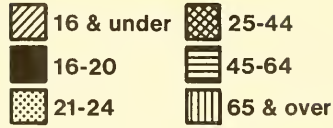
Daytime Survey Male-female ridership



Owl survey

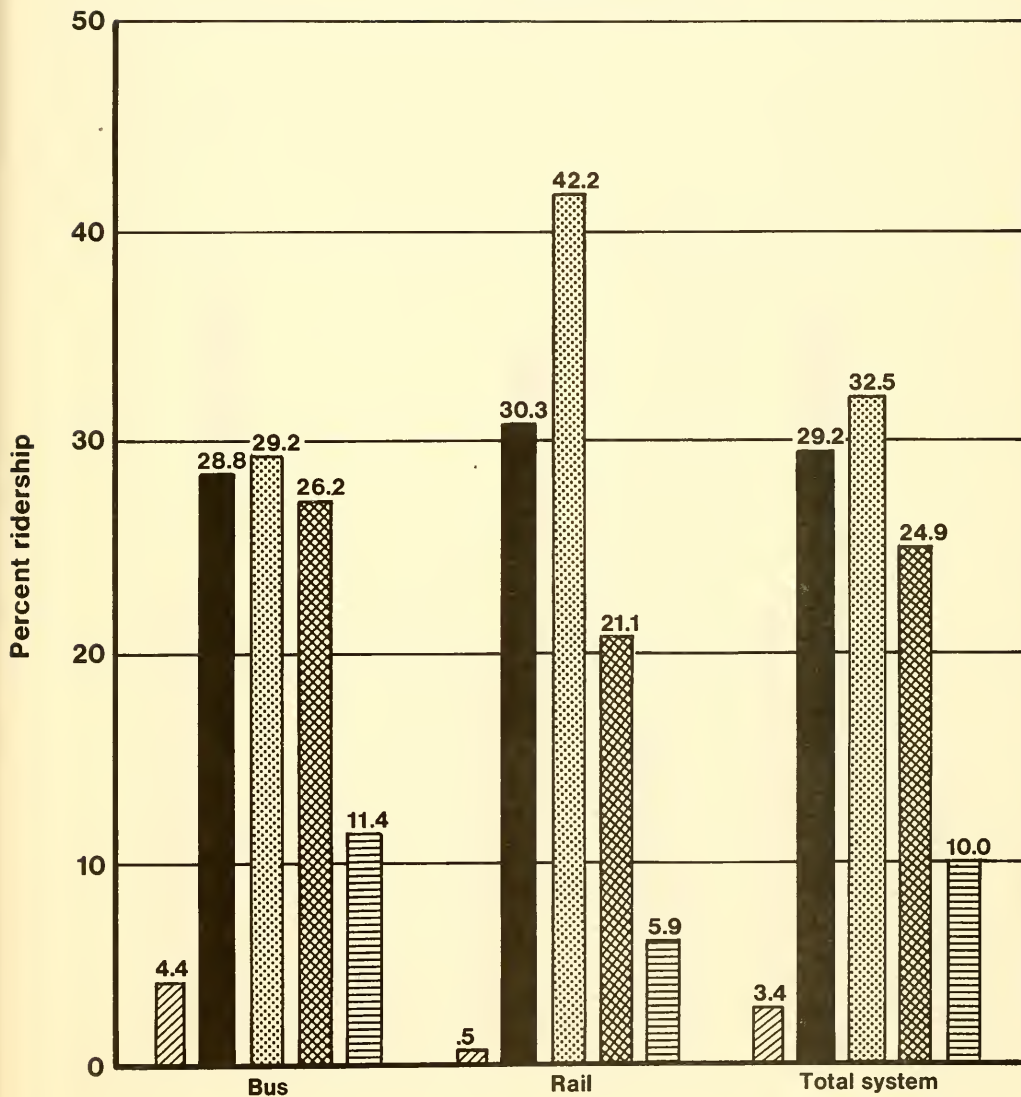
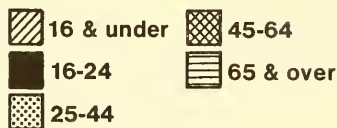
Age of passengers

Appendix 4.8



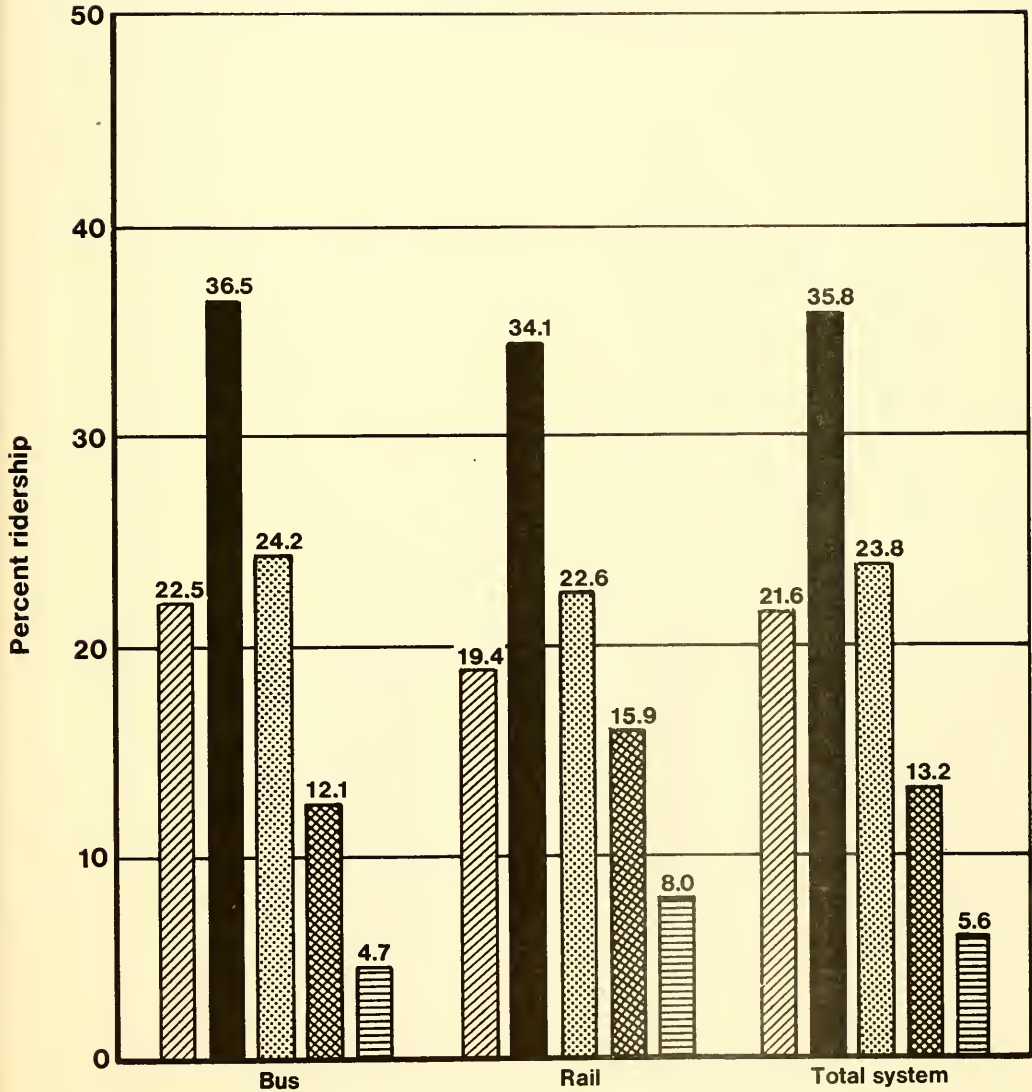
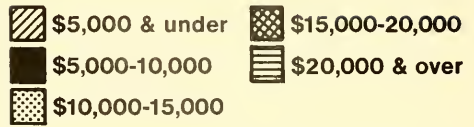
Daytime survey Age of passengers

Appendix 4.9



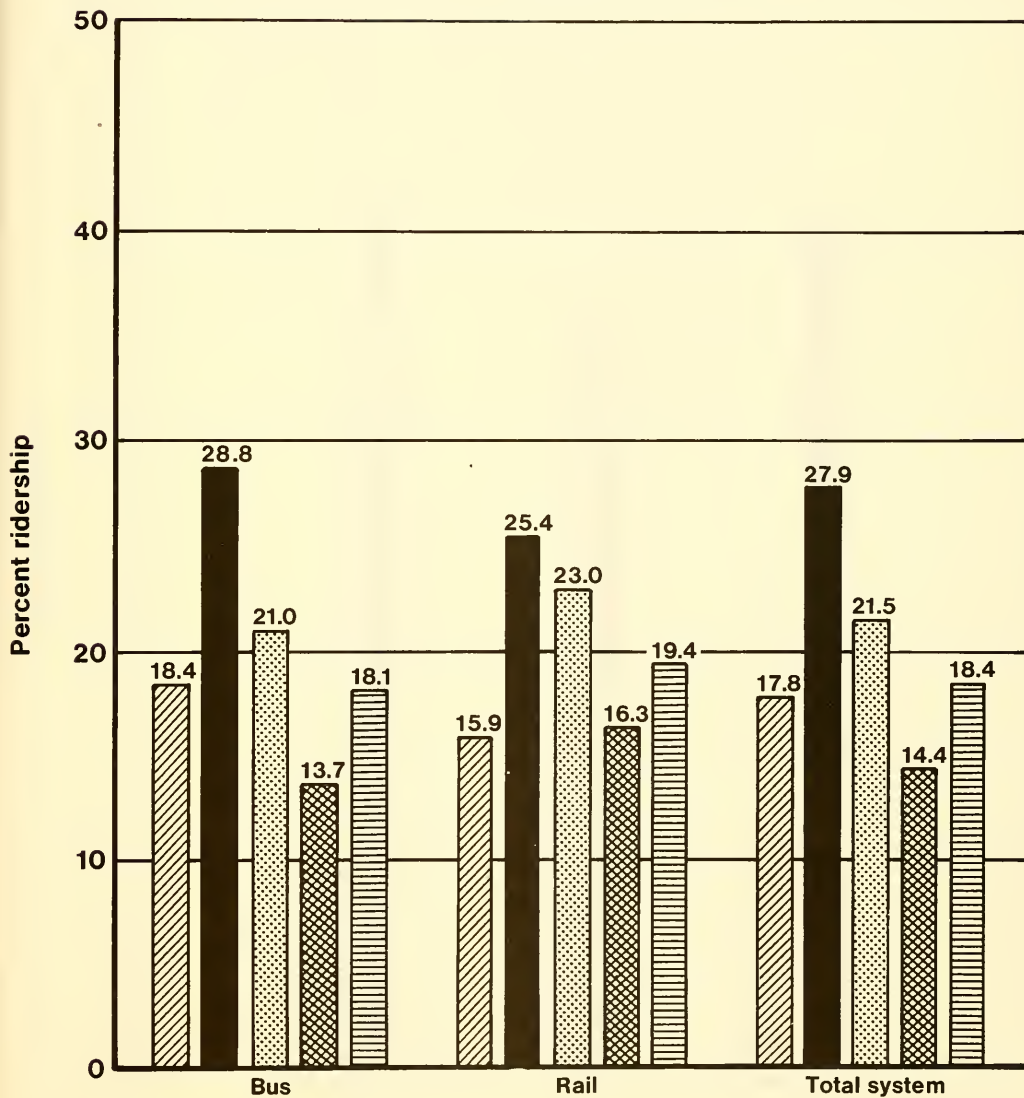
Owl survey Income of passengers

Appendix 4.10



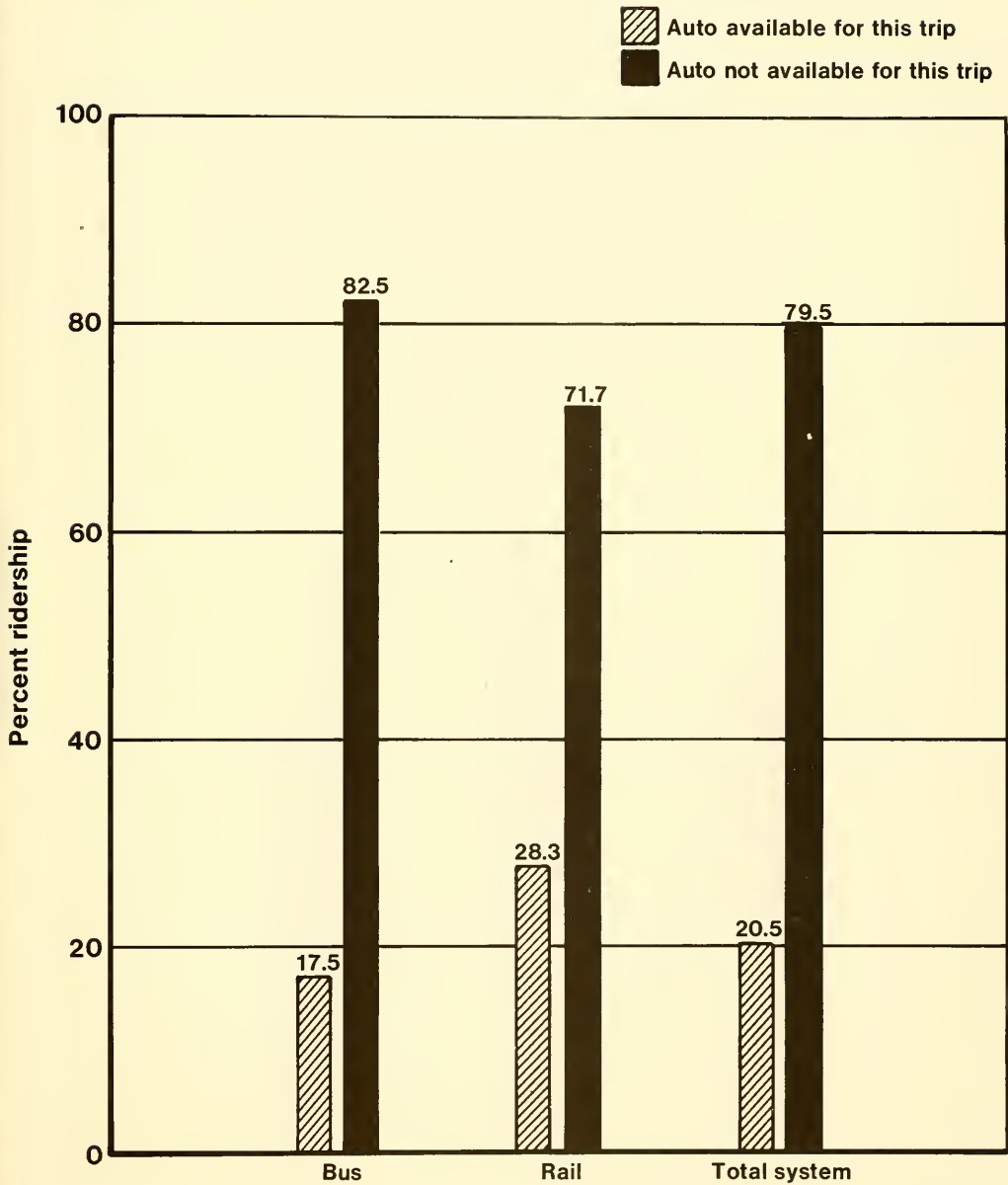
Appendix 4.11

Daytime survey Income of passengers



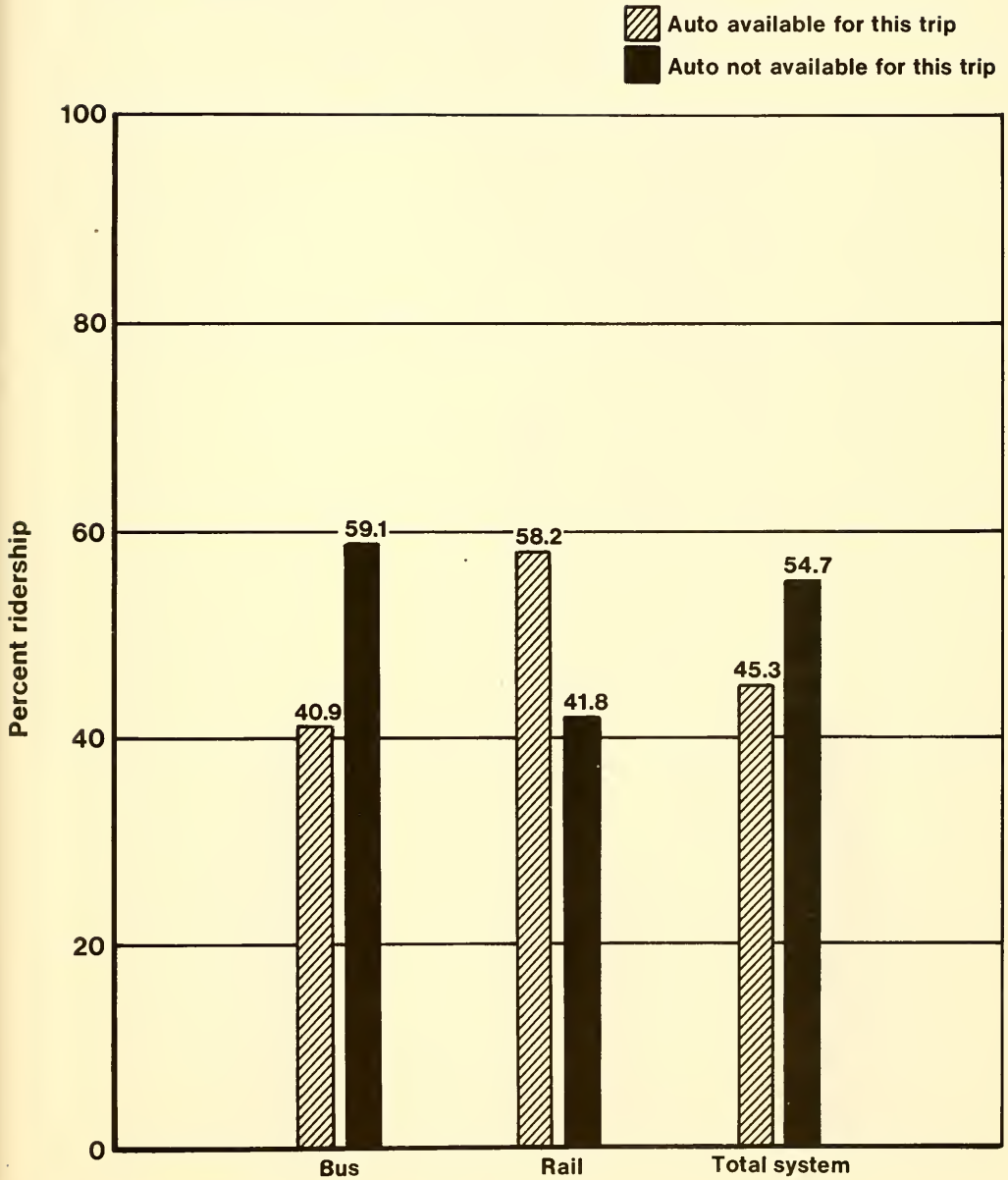
Owl survey Auto availability

Appendix 4.12



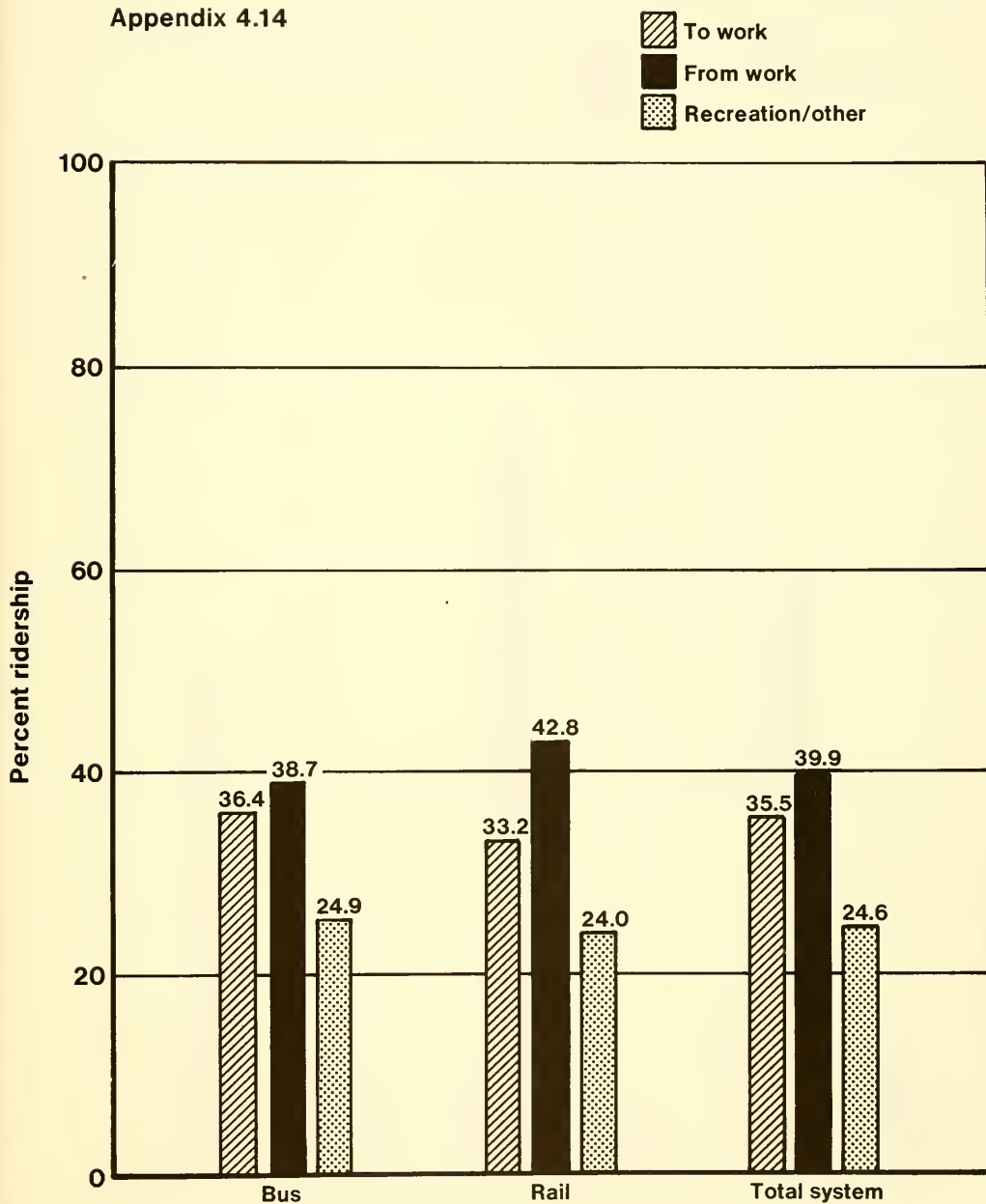
Daytime survey
Auto availability

Appendix 4.13



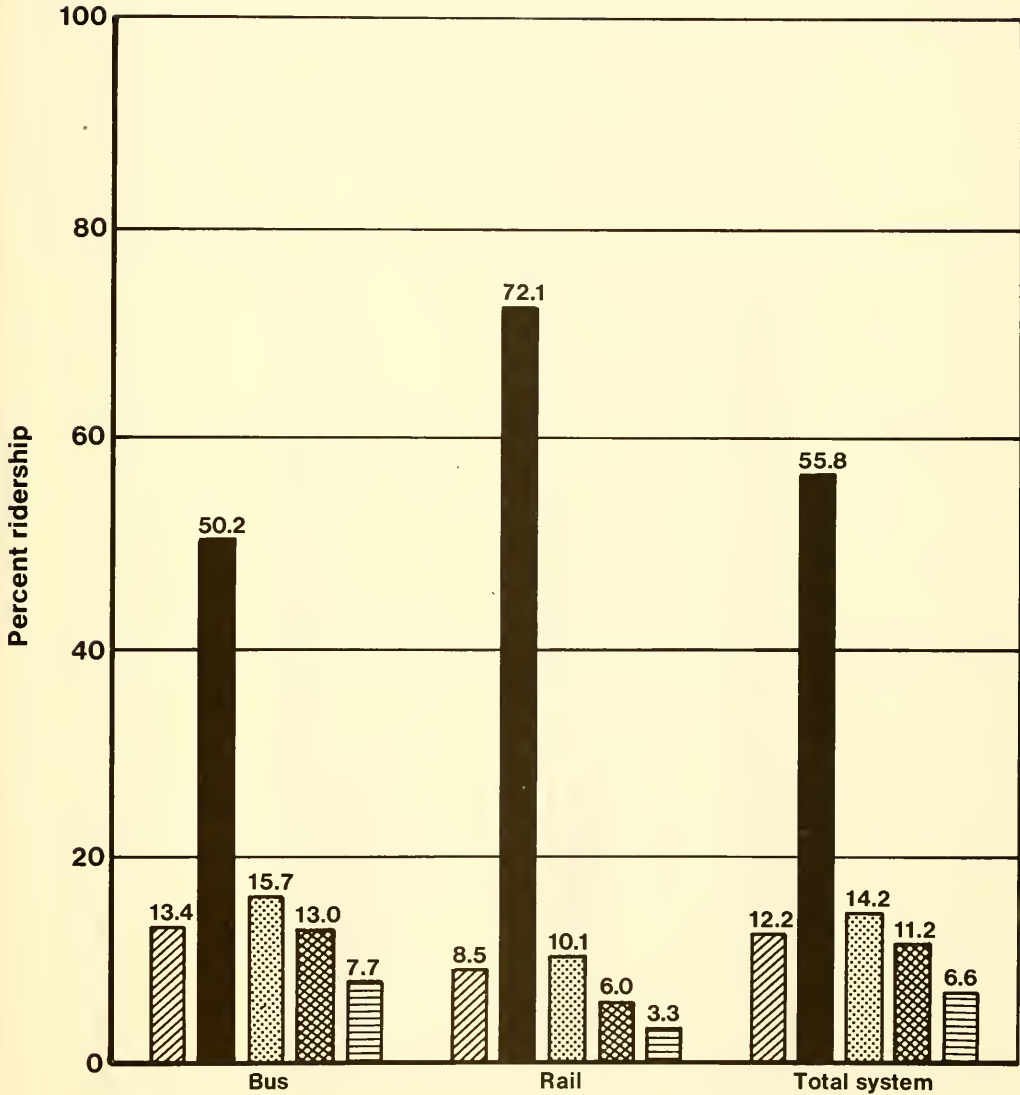
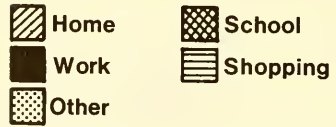
Appendix 4.14

Owl survey Trip distribution by purpose



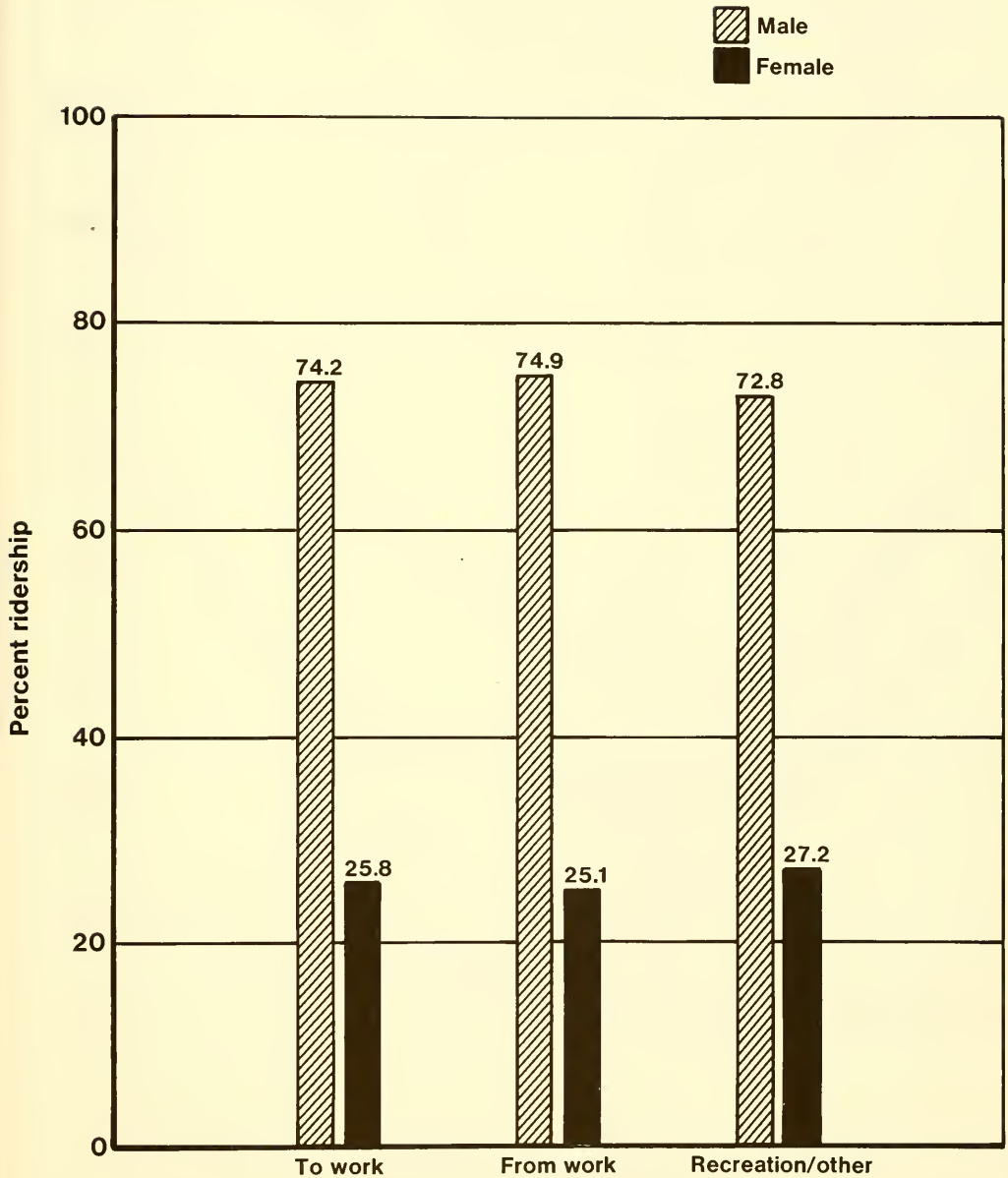
Daytime survey Trip distribution by purpose

Appendix 4.15



Owl survey
Trip purpose by sex

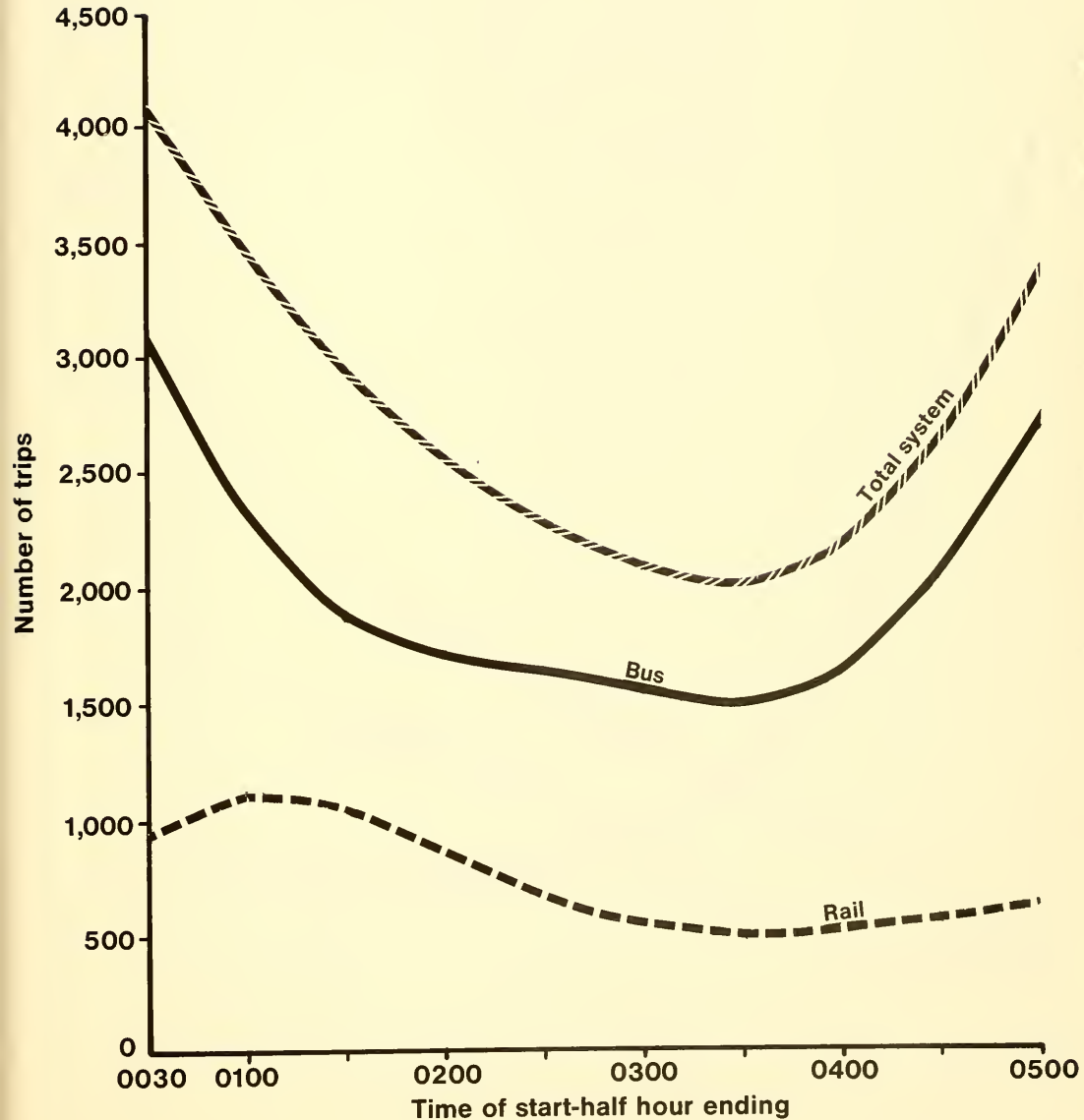
Appendix 4.16



Owl survey

Trip distribution by time and mode

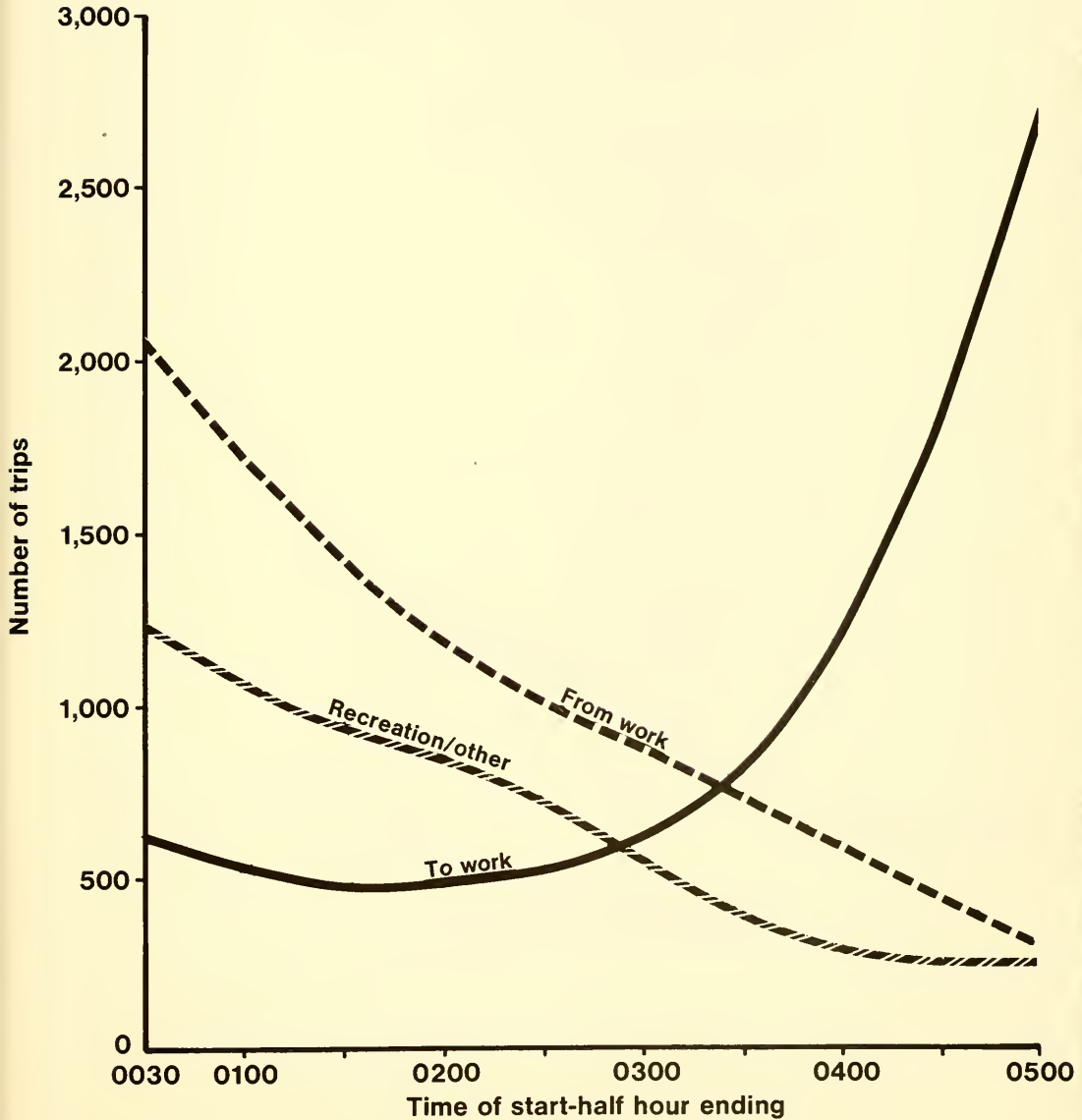
Appendix 4.17



Owl survey

Trip distribution by time and purpose

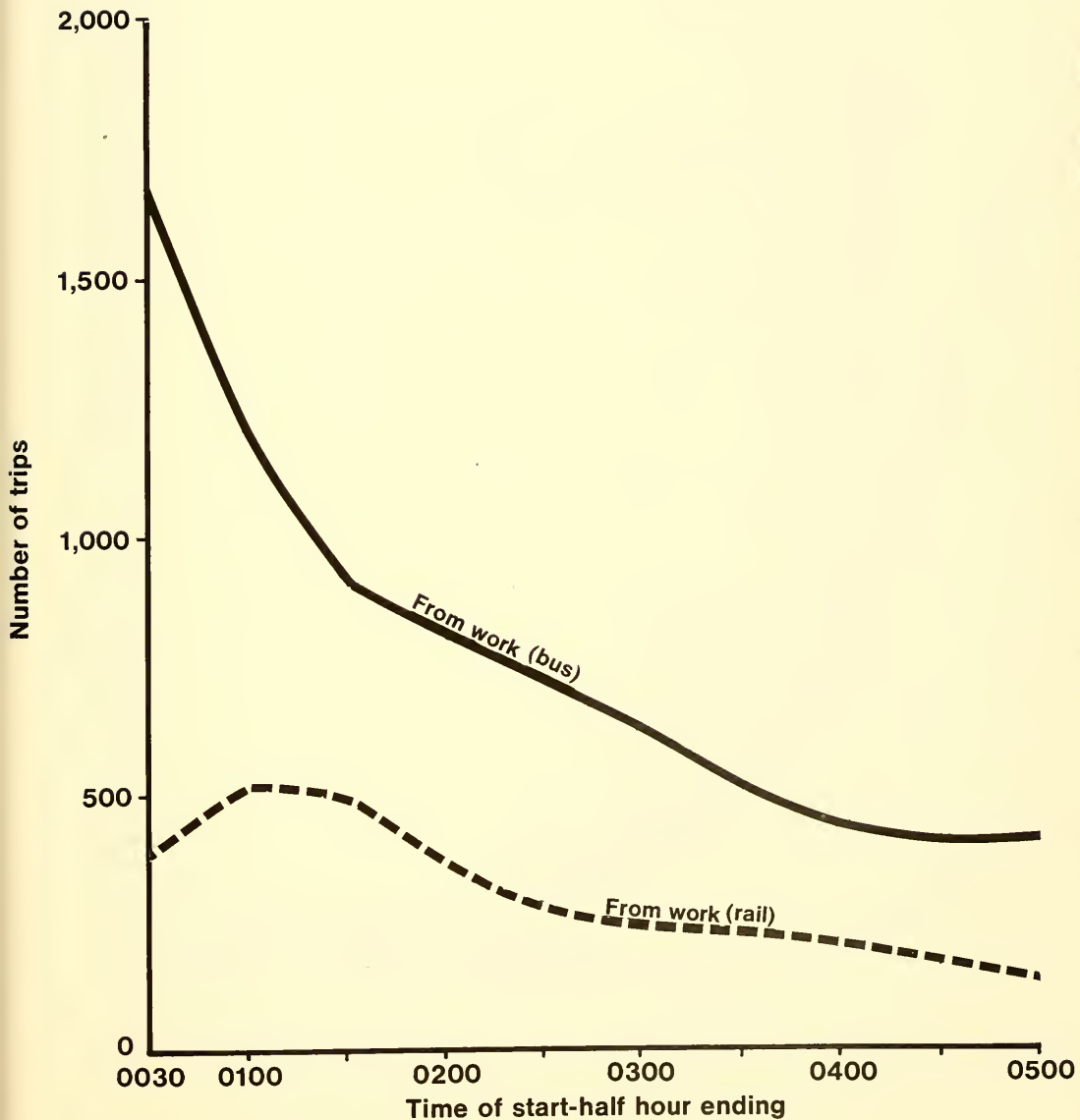
Appendix 4.18



Owl survey

'From work' trip distribution by mode and time

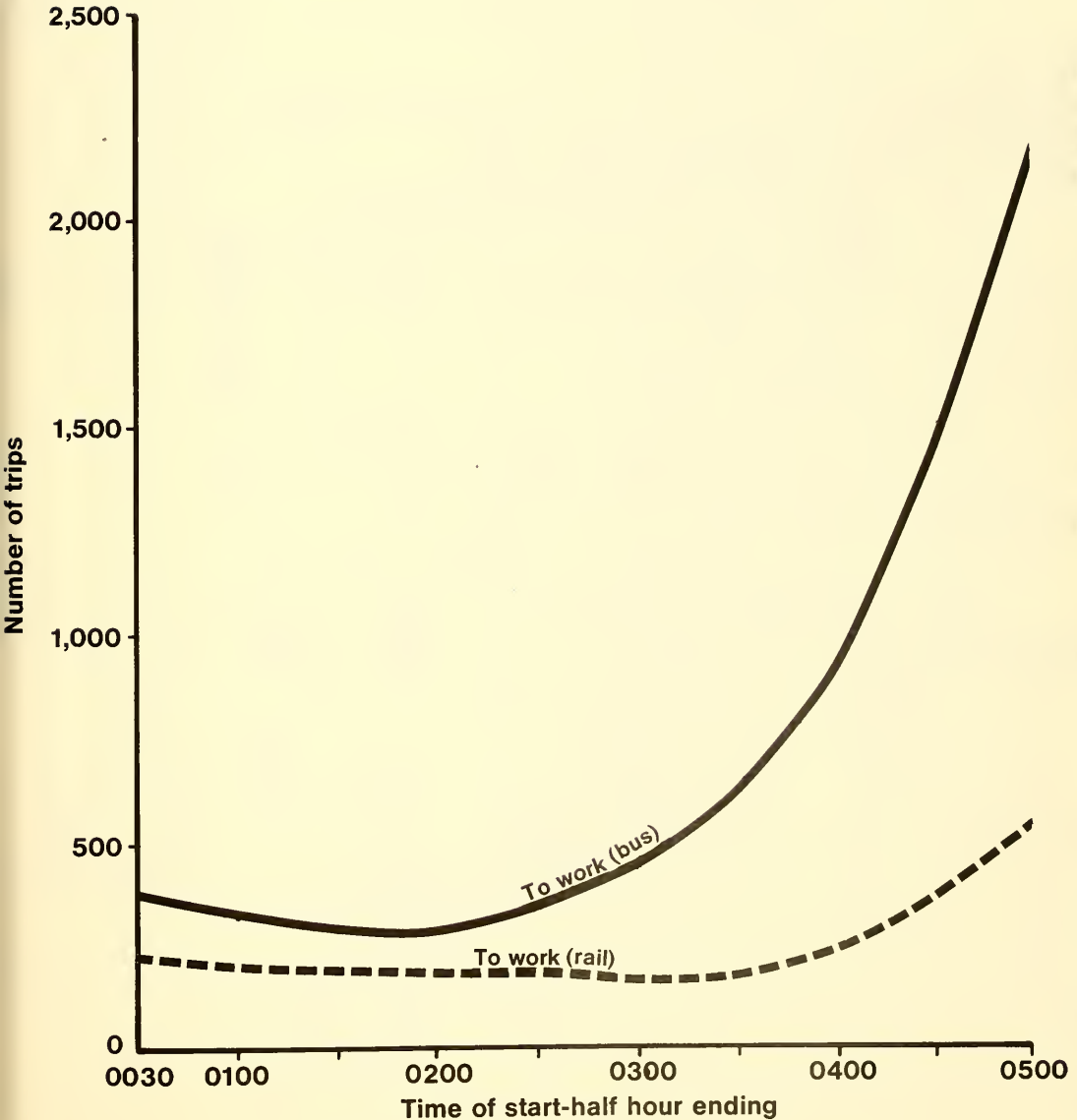
Appendix 4.19



Owl survey

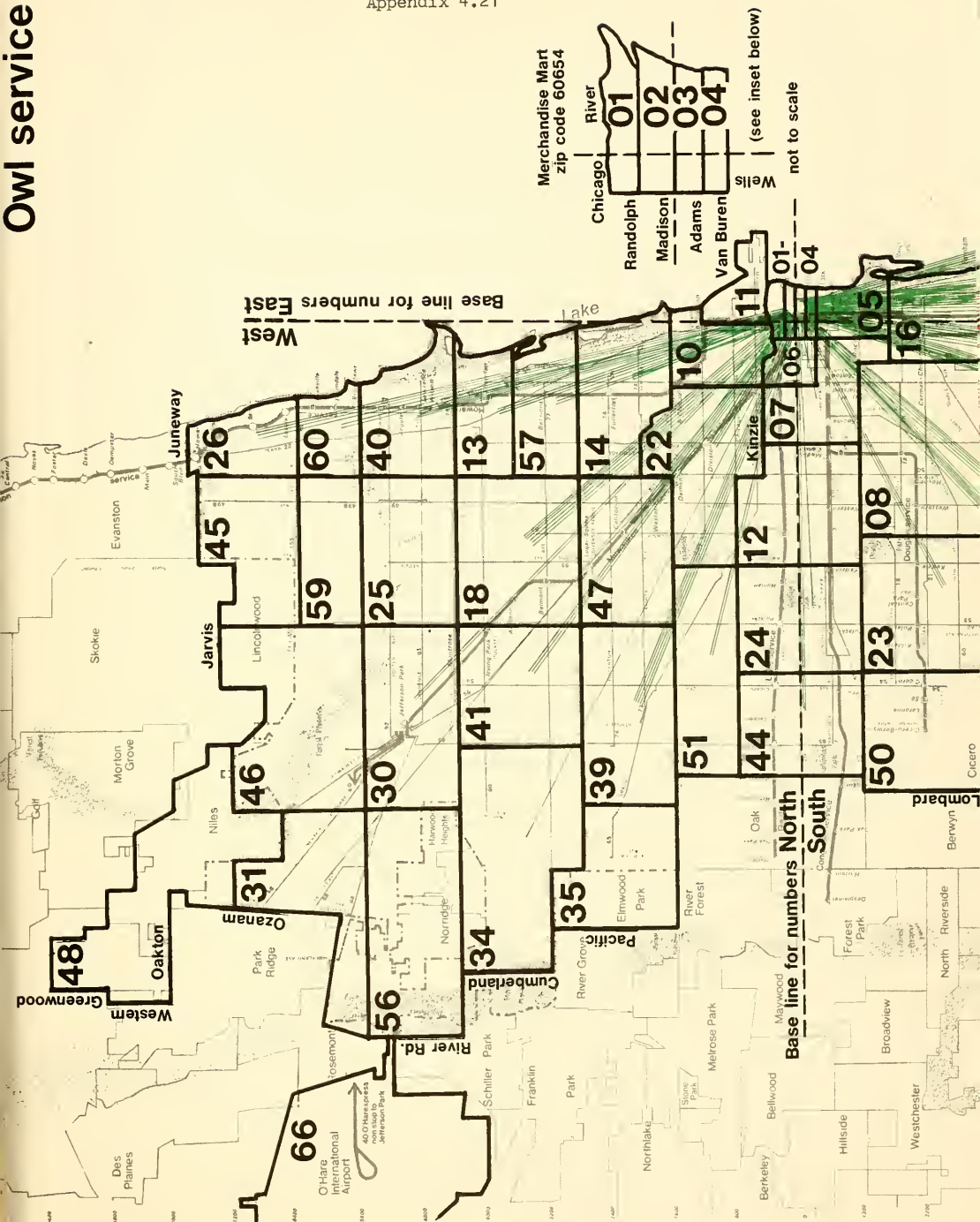
'To work' trip distribution by mode and time

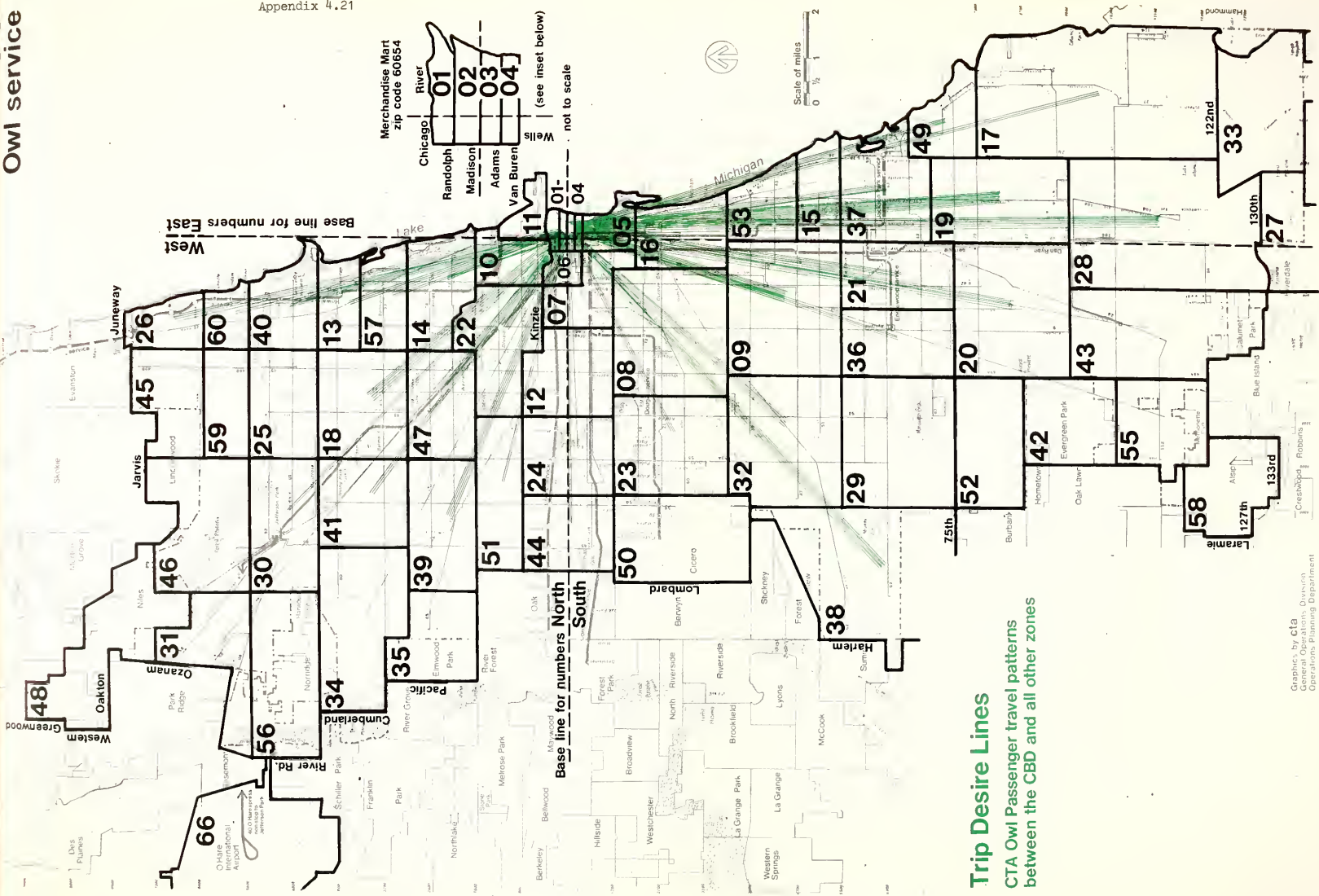
Appendix 4.20



Owl service

Appendix 4.21

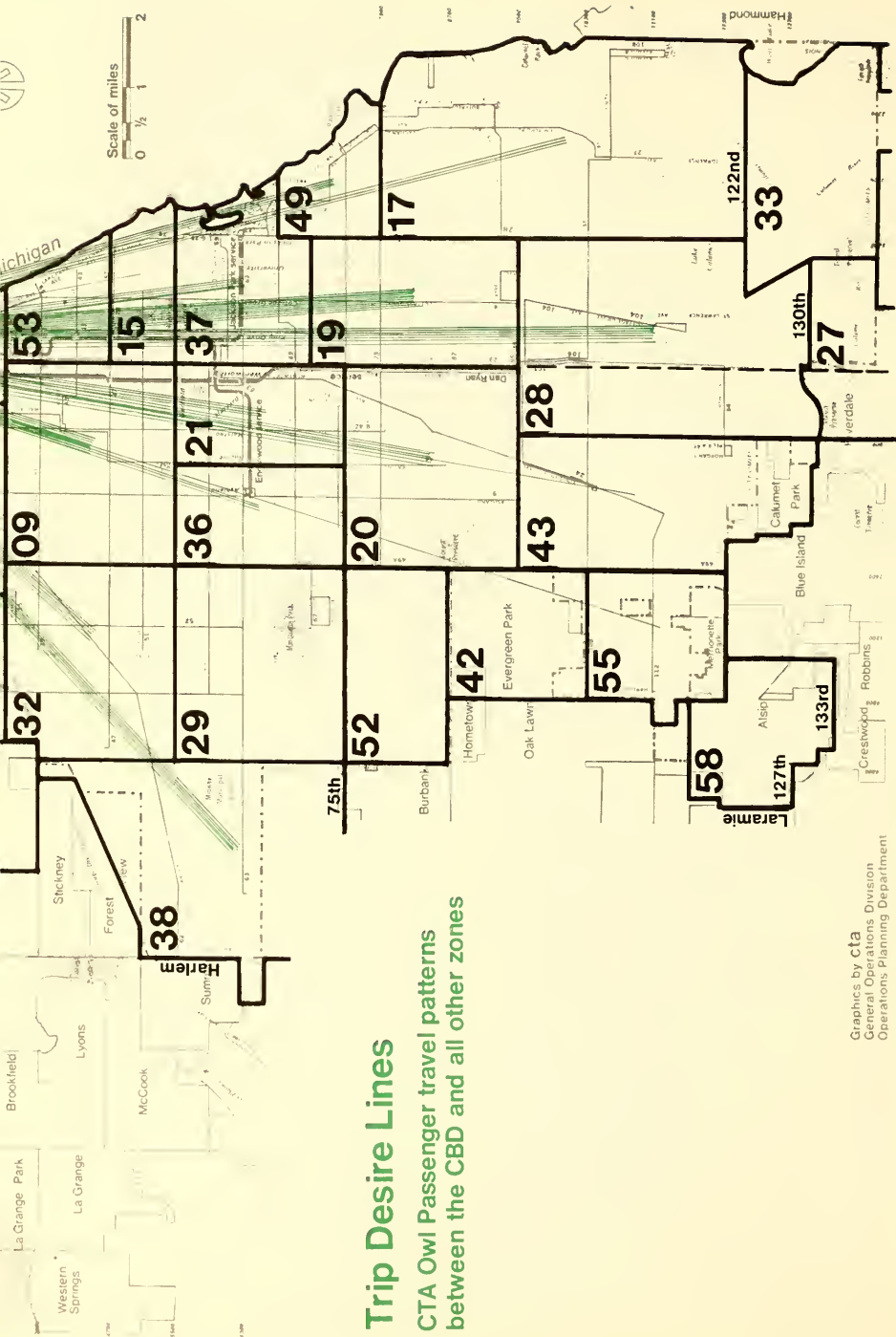




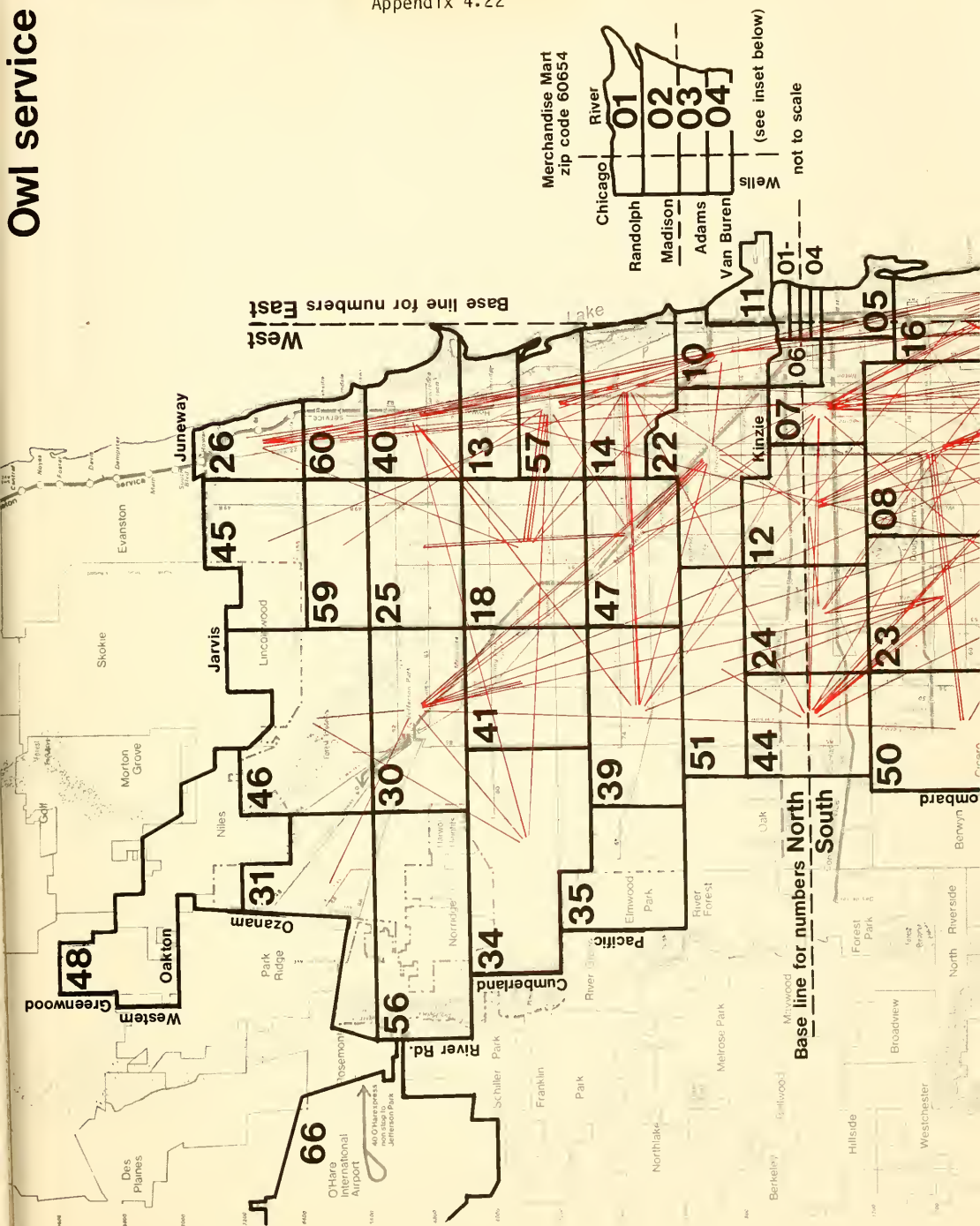
Trip Desire Lines
CTA Owl Passenger travel patterns
between the CBD and all other zones

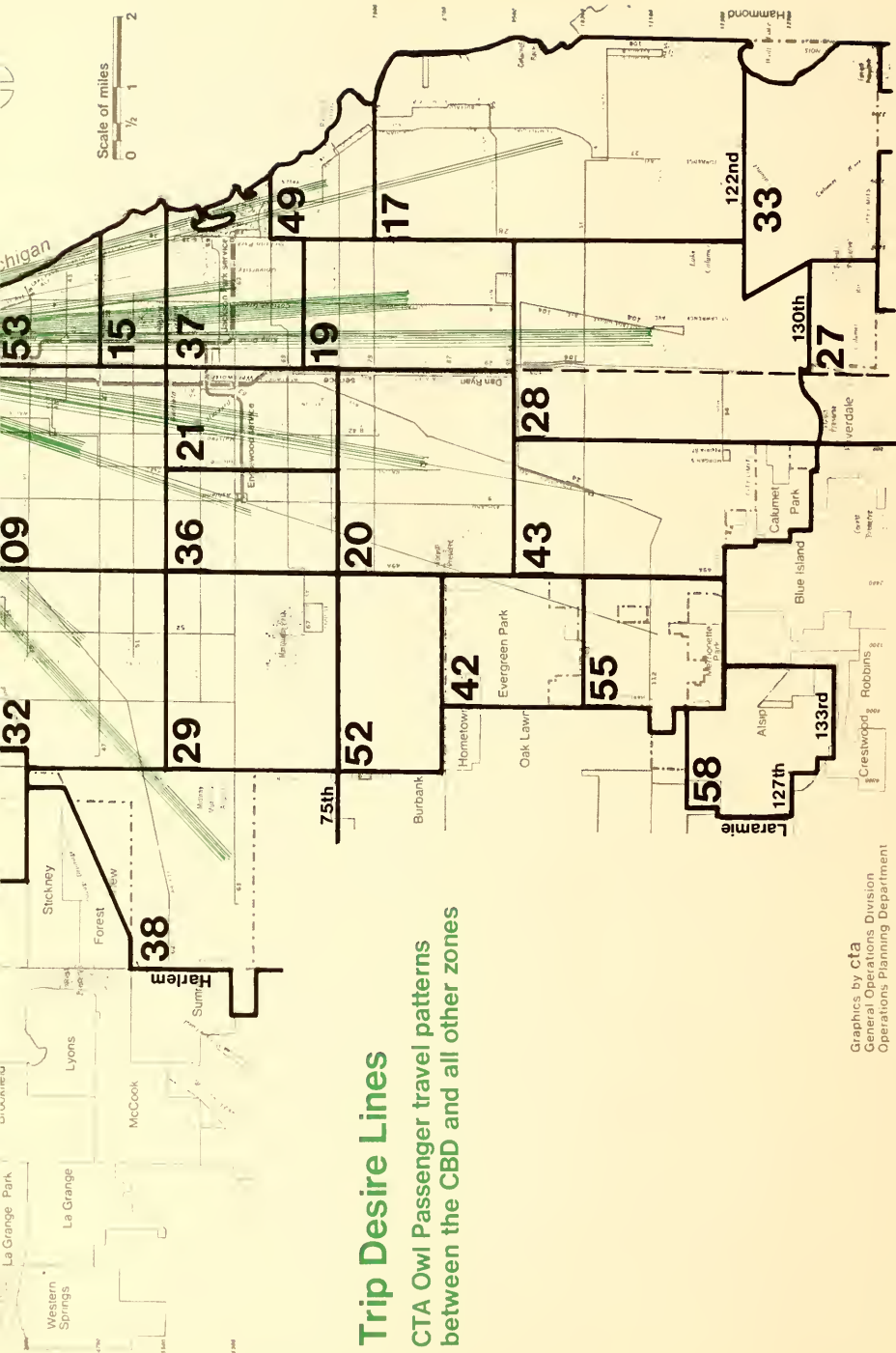
Graphics by cta
Chicago Transit Authority
Operations Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-07, 03-04, 05-06, 11-54 are counted as one zone.



Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



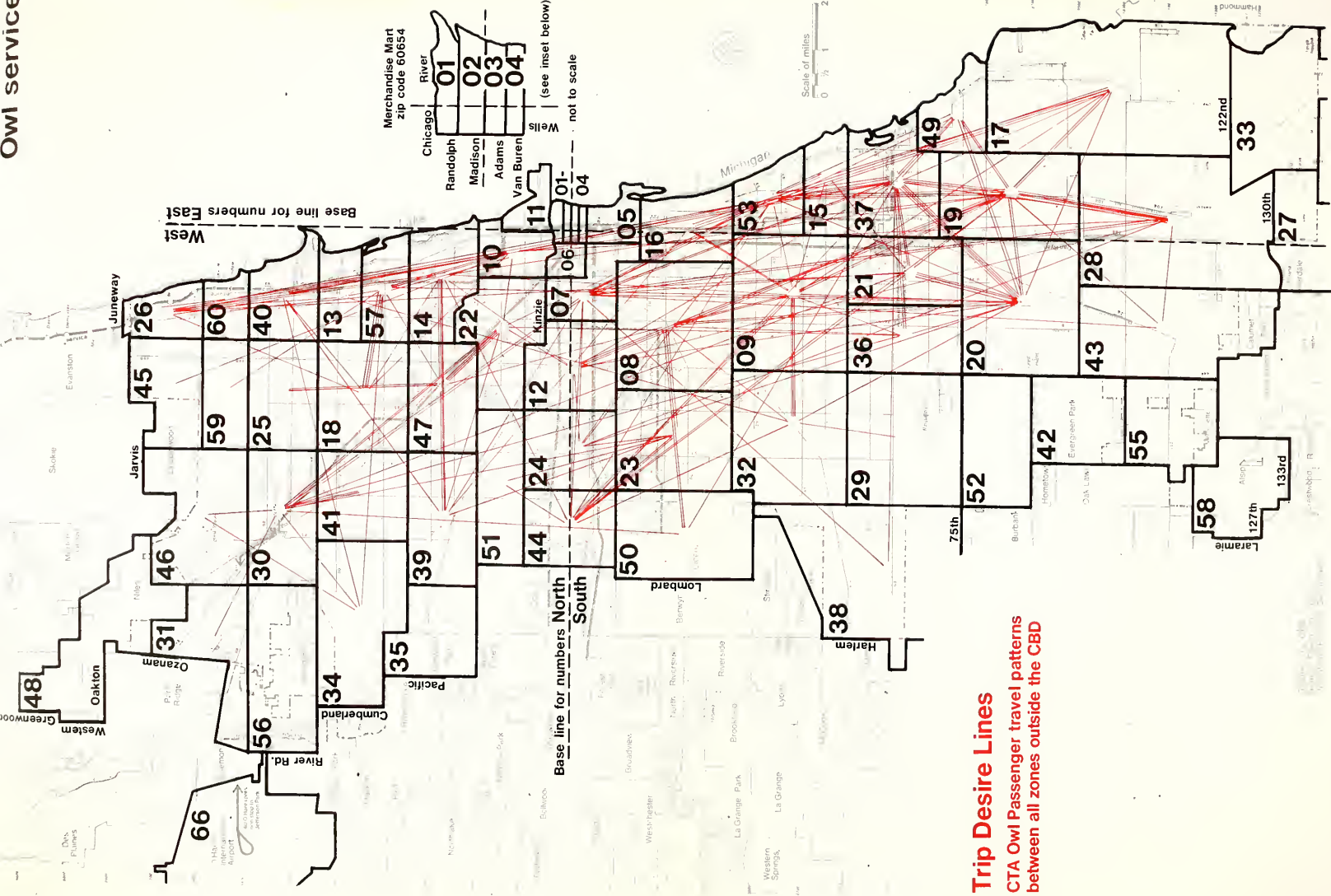


Trip Desire Lines

CTA Owl Passenger travel patterns between the CBD and all other zones

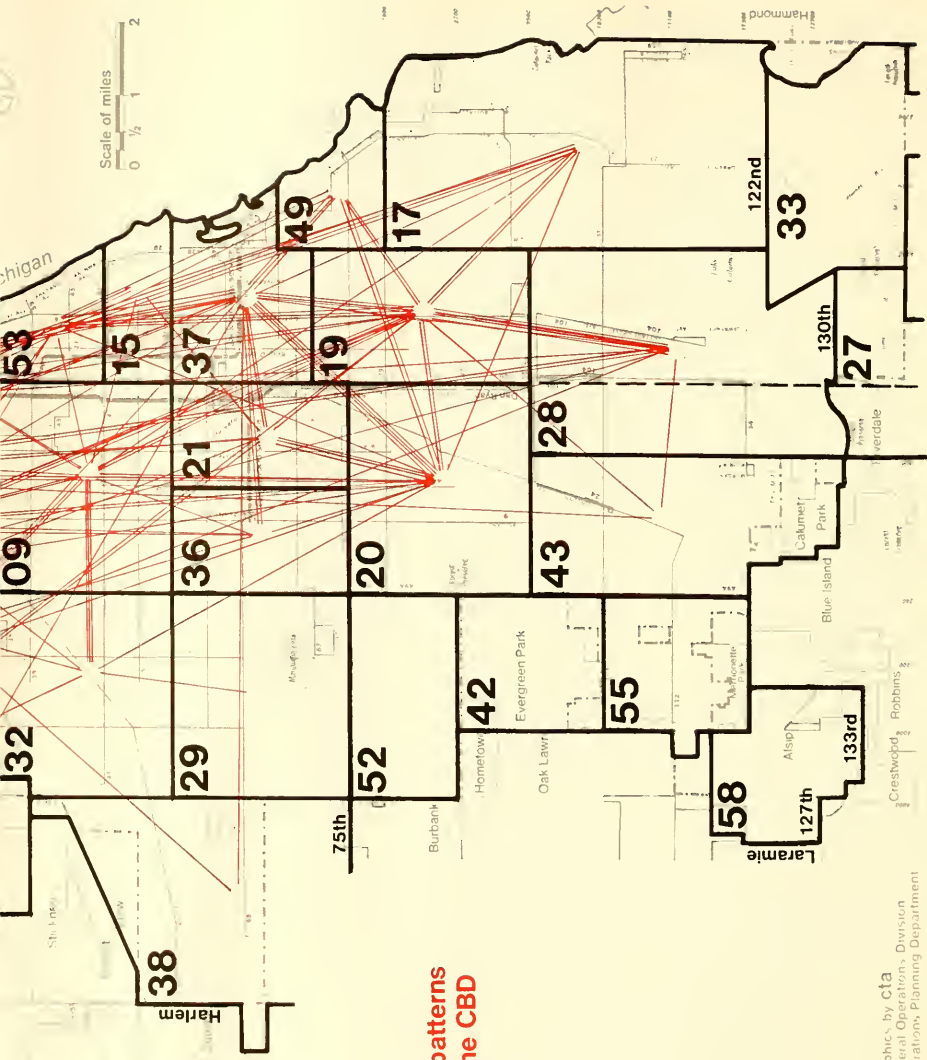
Graphics by CTA
General Operations Division
Operations Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



Trip Desire Lines
CTA Owl Passenger travel patterns
between all zones outside the CBD

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.

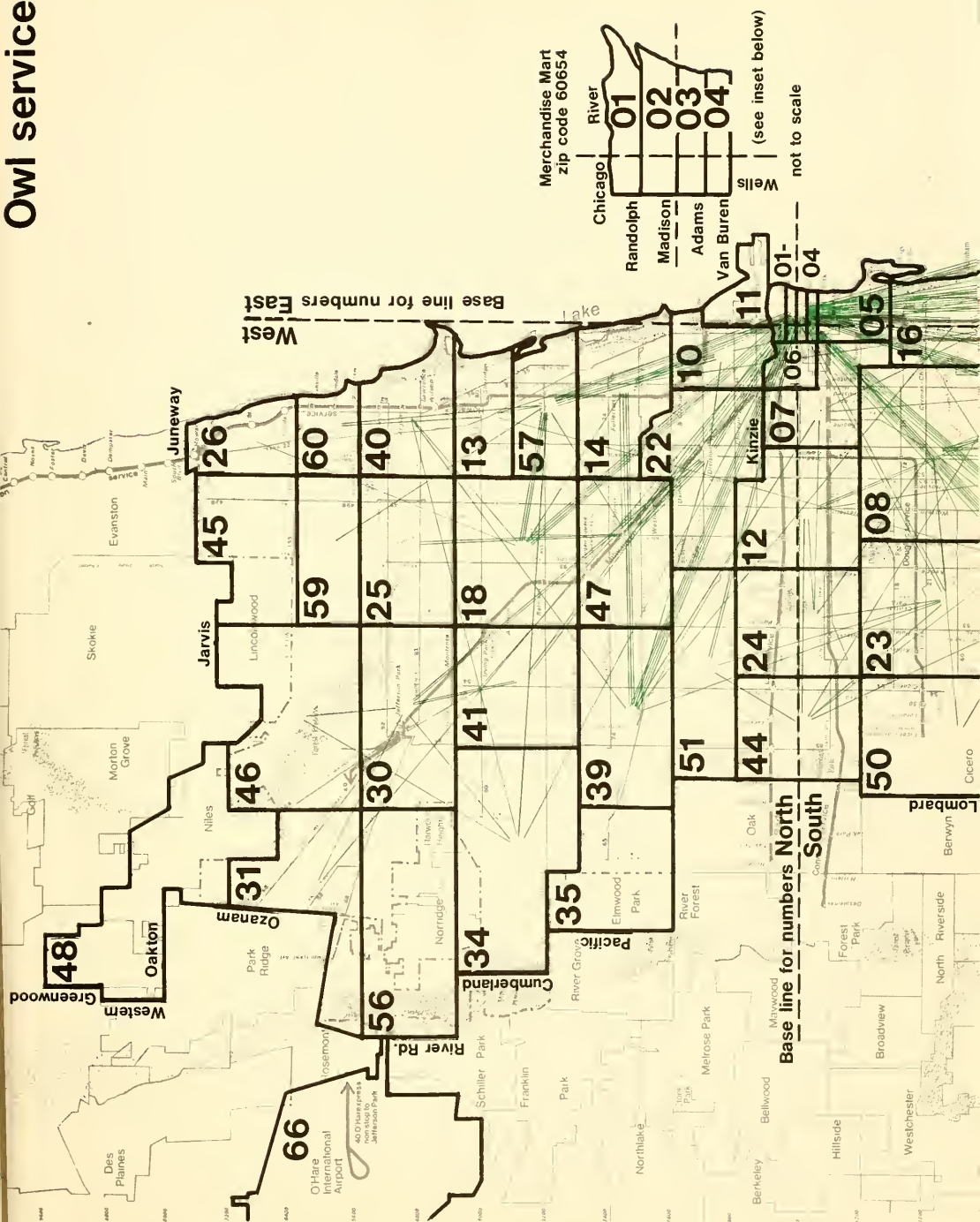


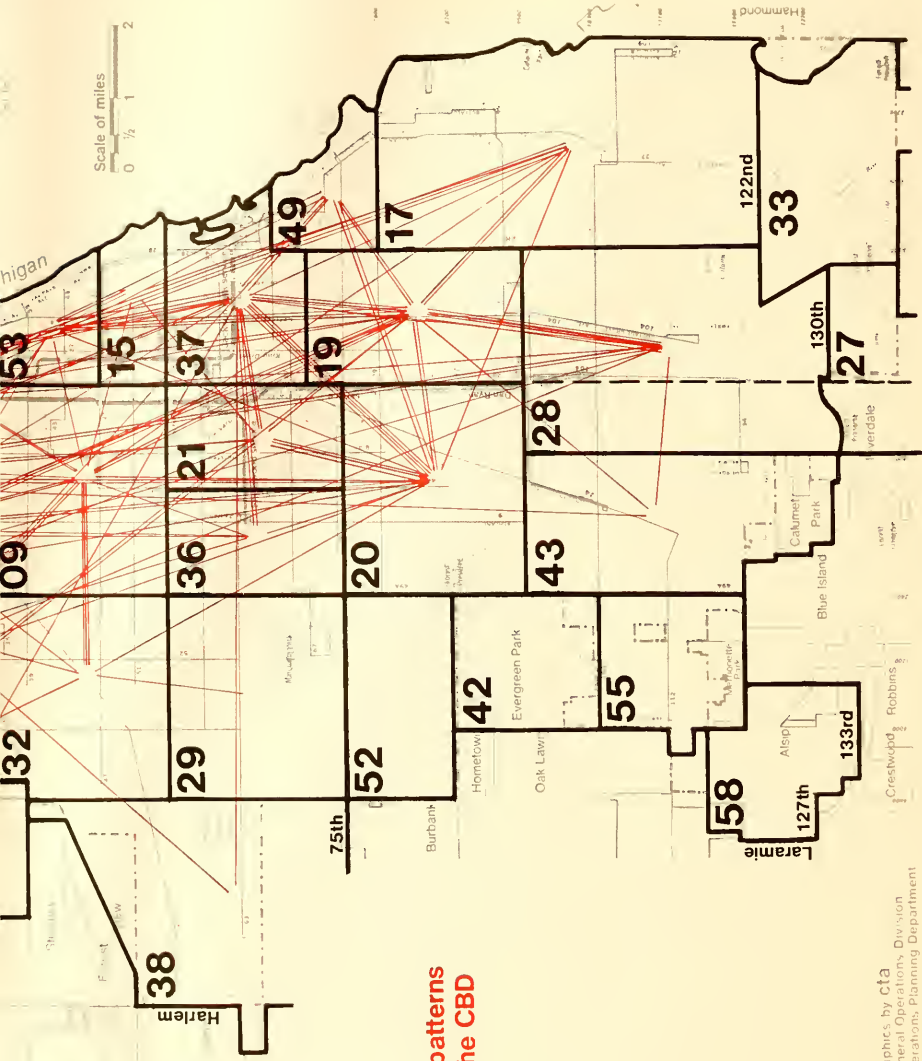
Trip Desire Lines

CTA Owl Passenger travel patterns
between all zones outside the CBD

Graphics by cta
General Operations, Division
Operations, Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



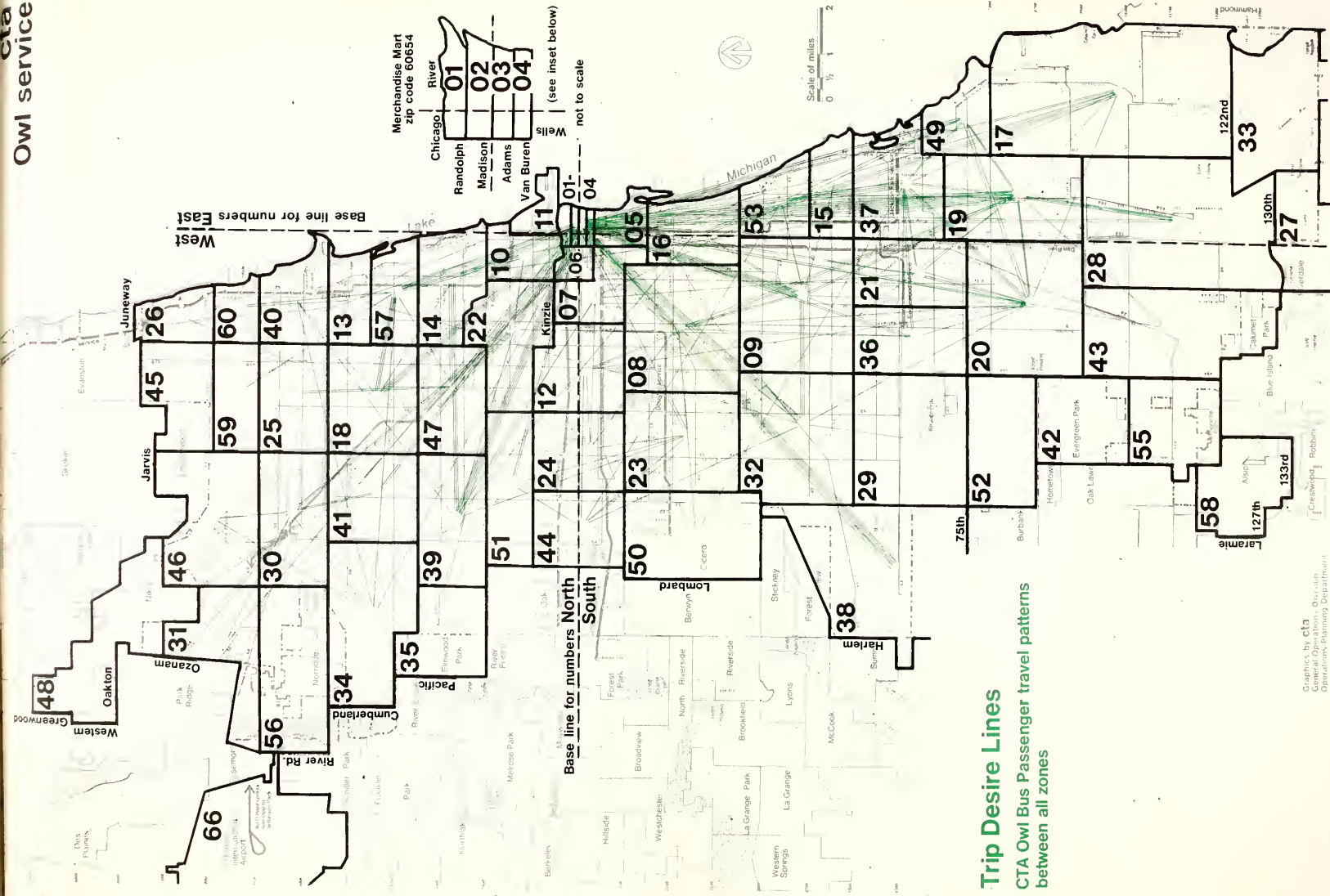


Trip Desire Lines

CTA Owl Passenger travel patterns
between all zones outside the CBD

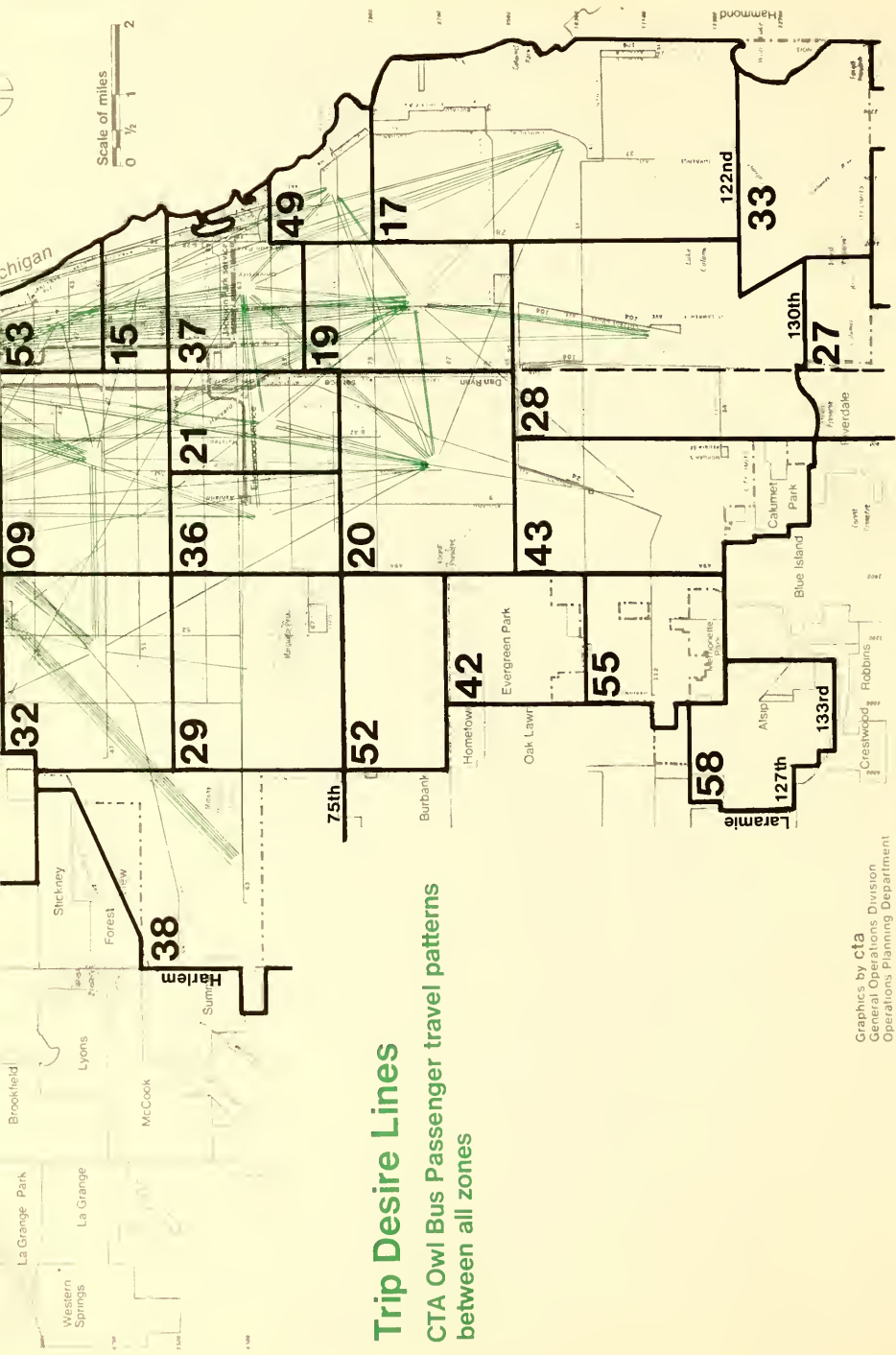
Graphics by cta
General Operations Division
Operations, Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone

Graphics by cta
City of Chicago
Operations Planning Department

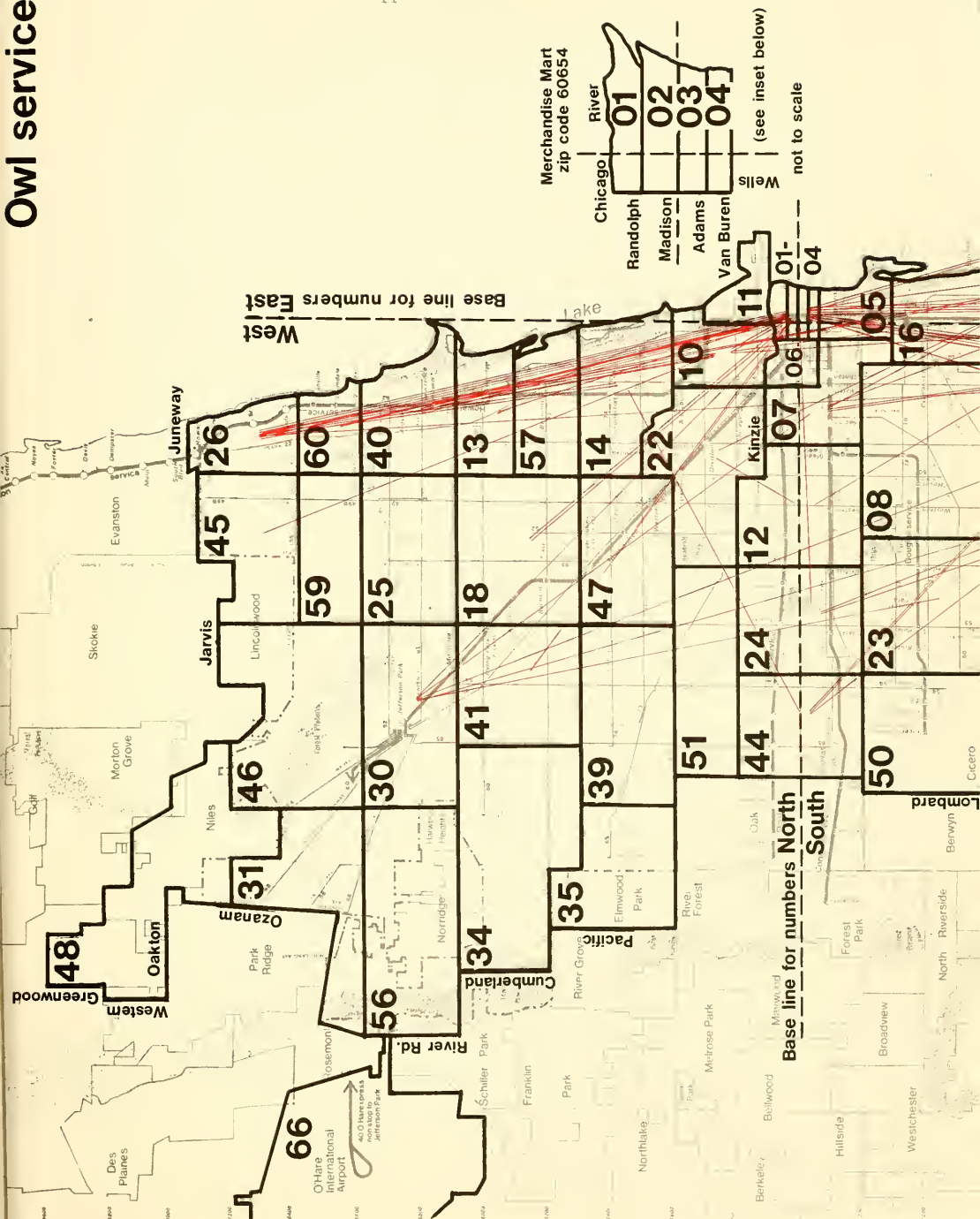


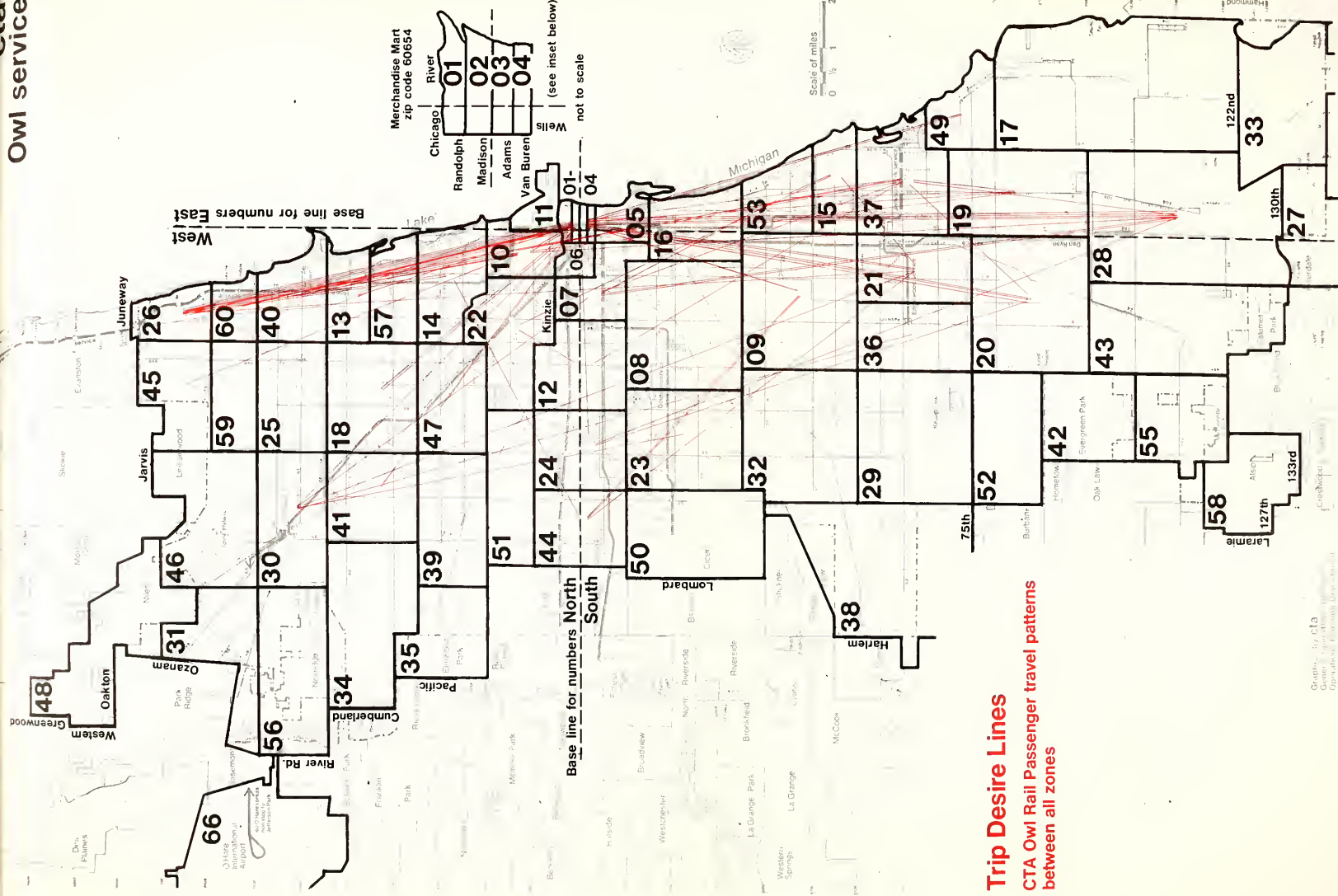
Trip Desire Lines

CTA Owl Bus Passenger travel patterns
between all zones

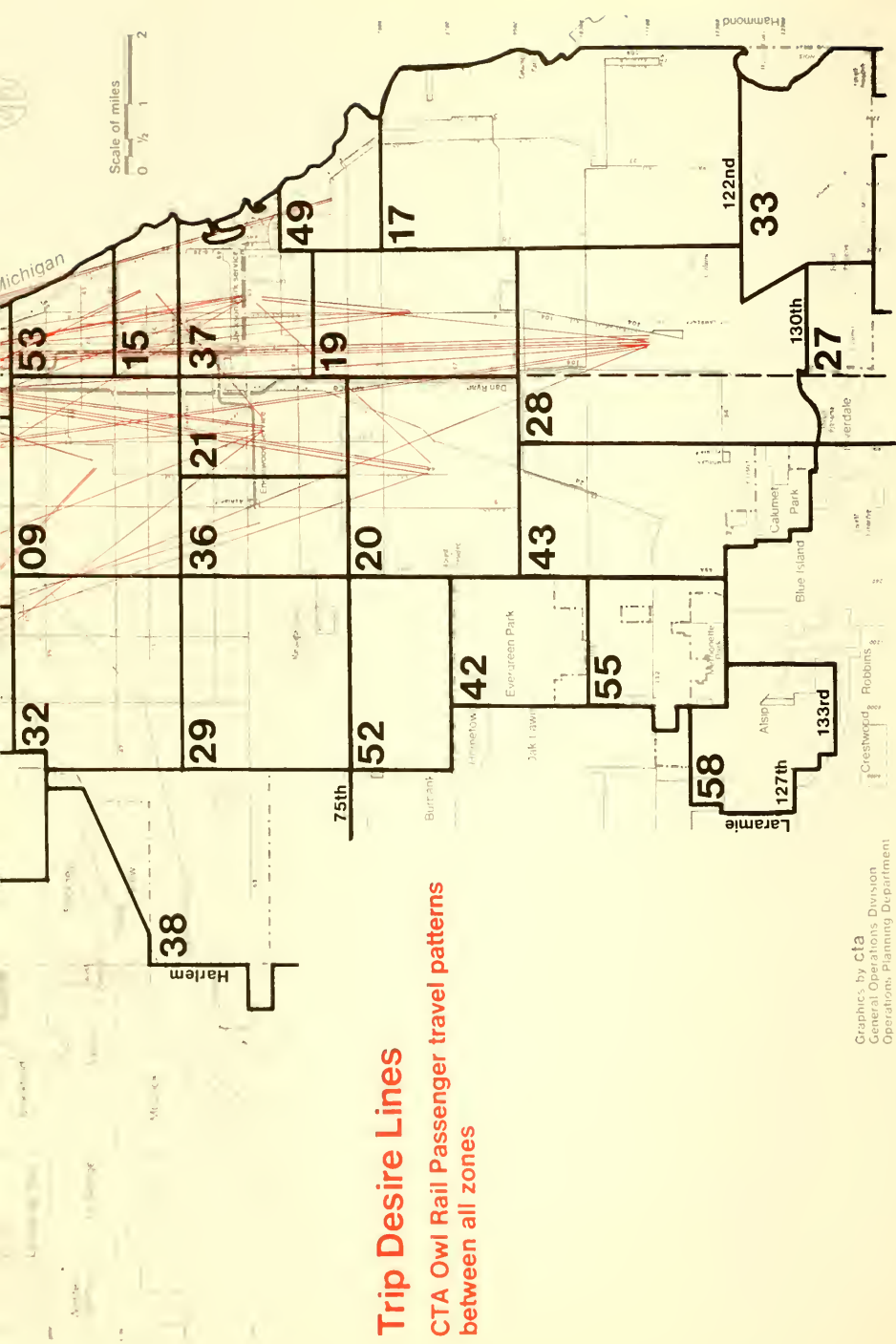
Graphics by cta
General Operations Division
Operations Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



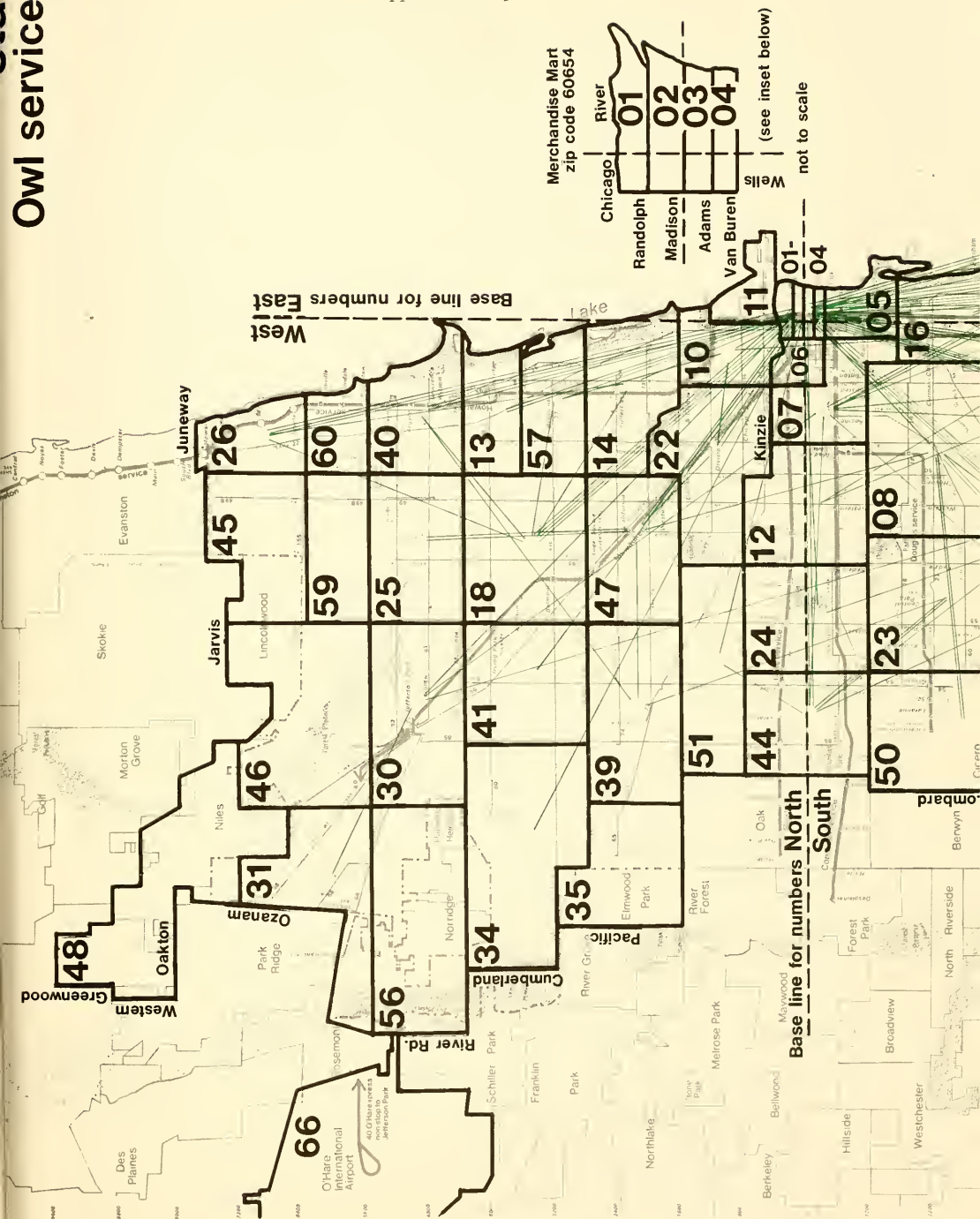


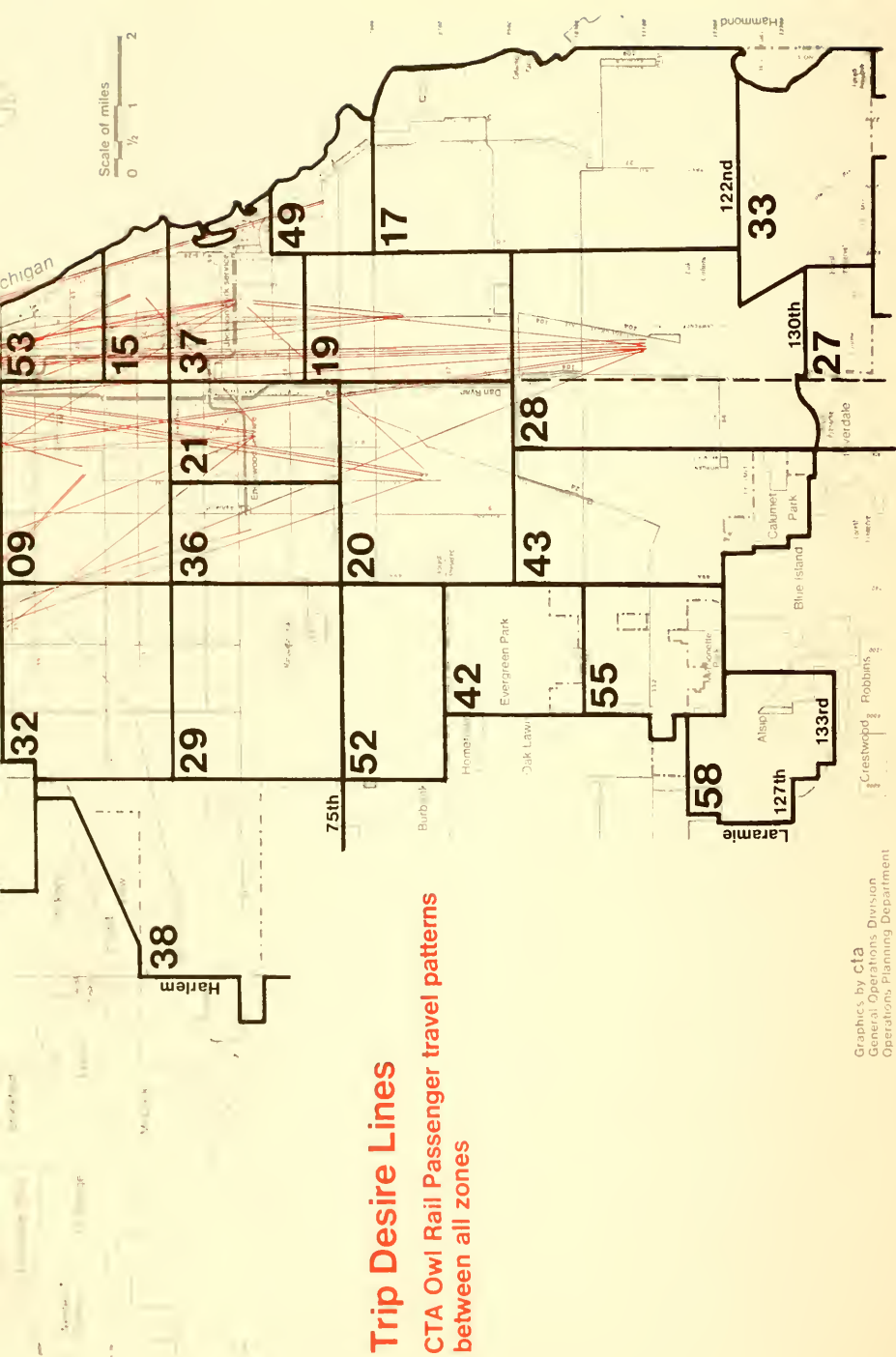
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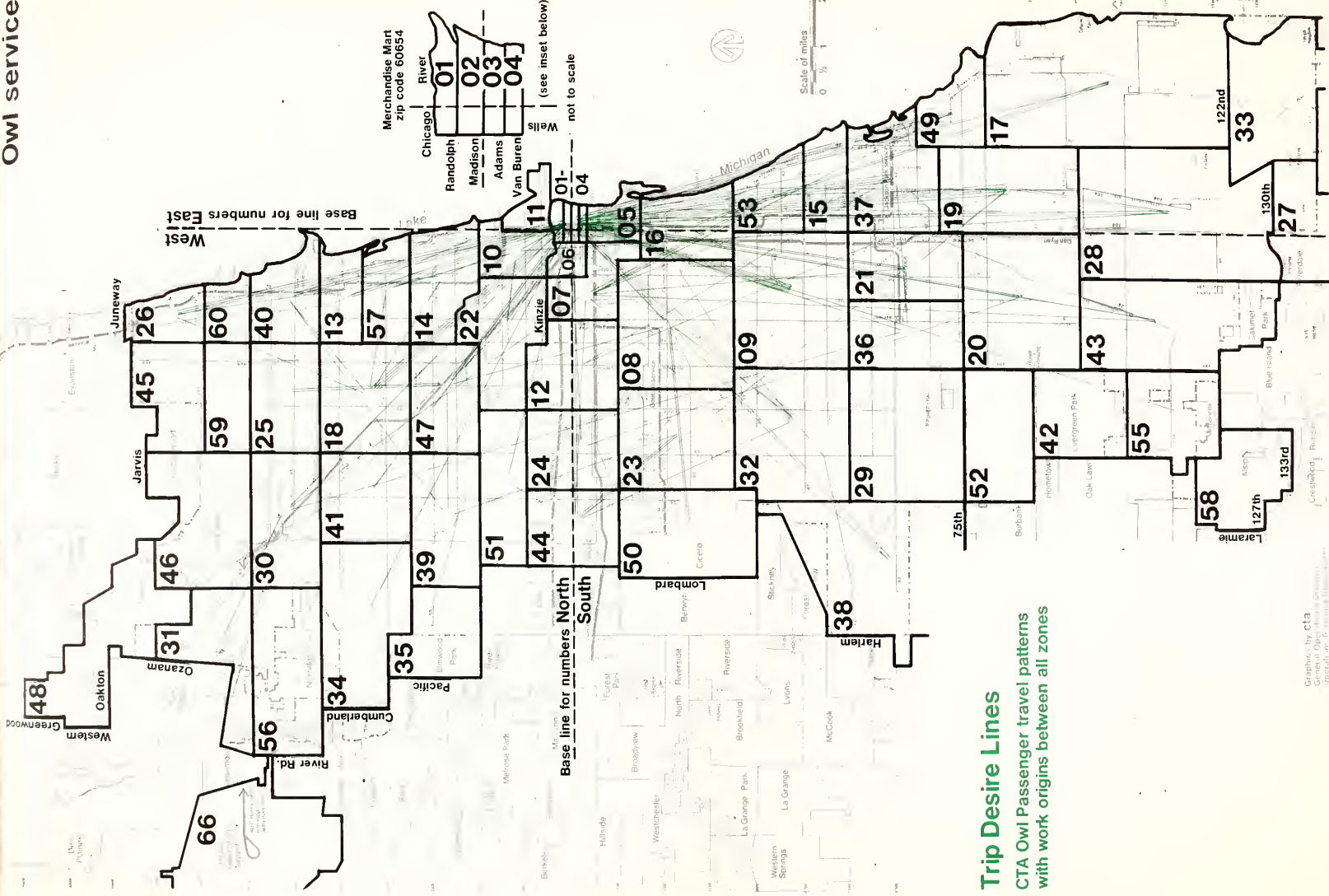
Graphics by cta
General Operations Division
Operations Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.





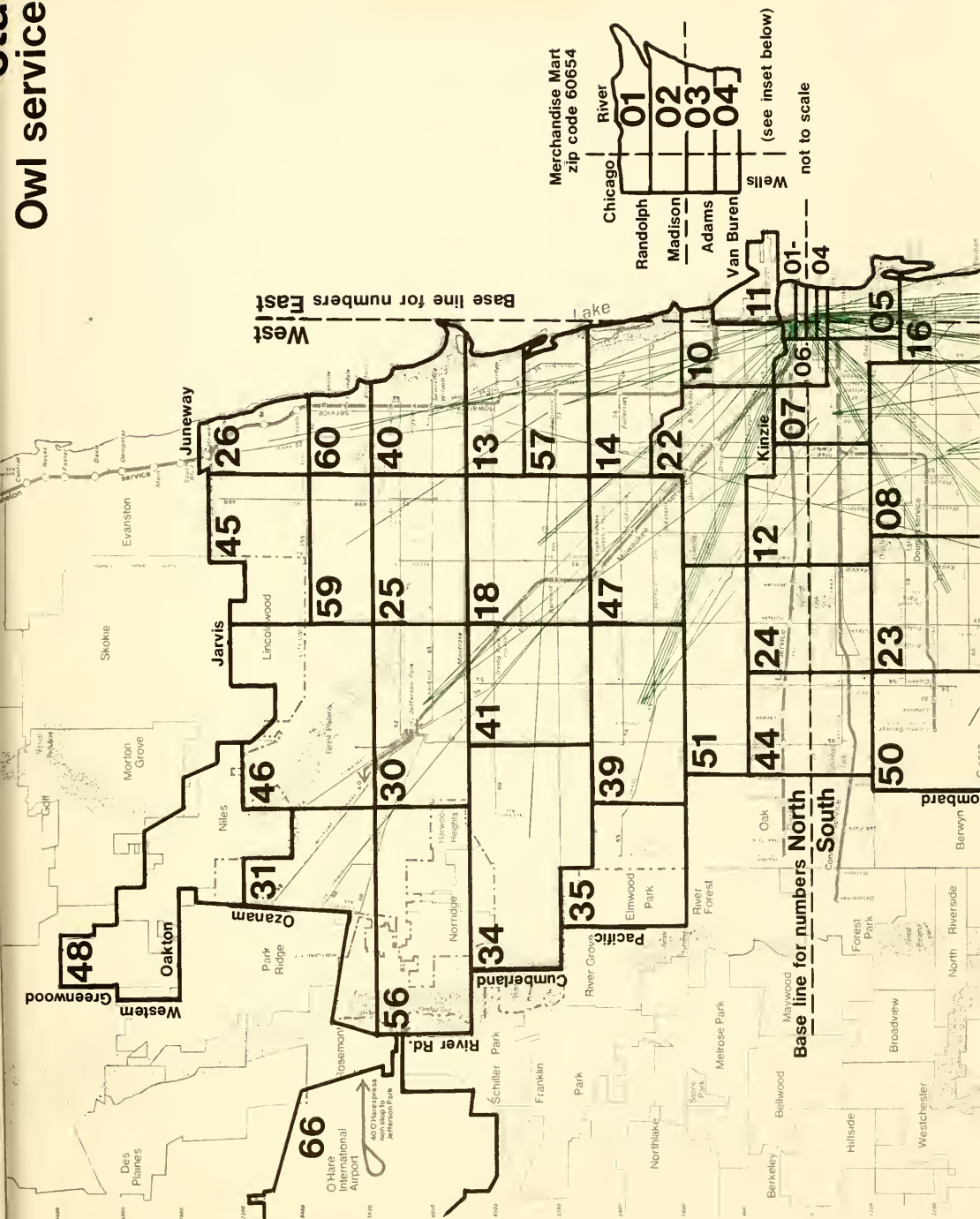
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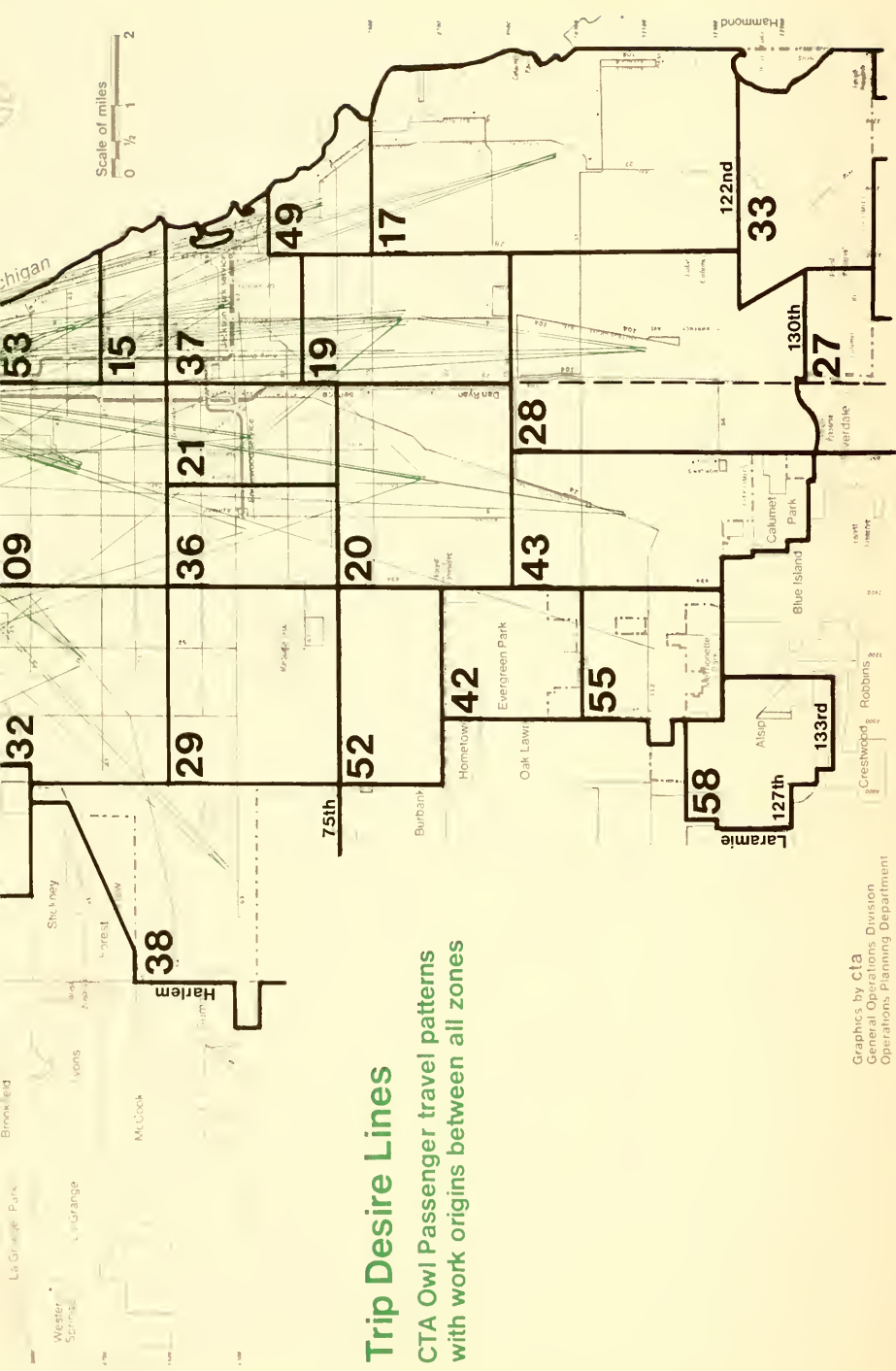


Trip Desire Lines
CTA Owl Passenger travel patterns
with work origins between all zones

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General Operating Division
Division of Planning & Research

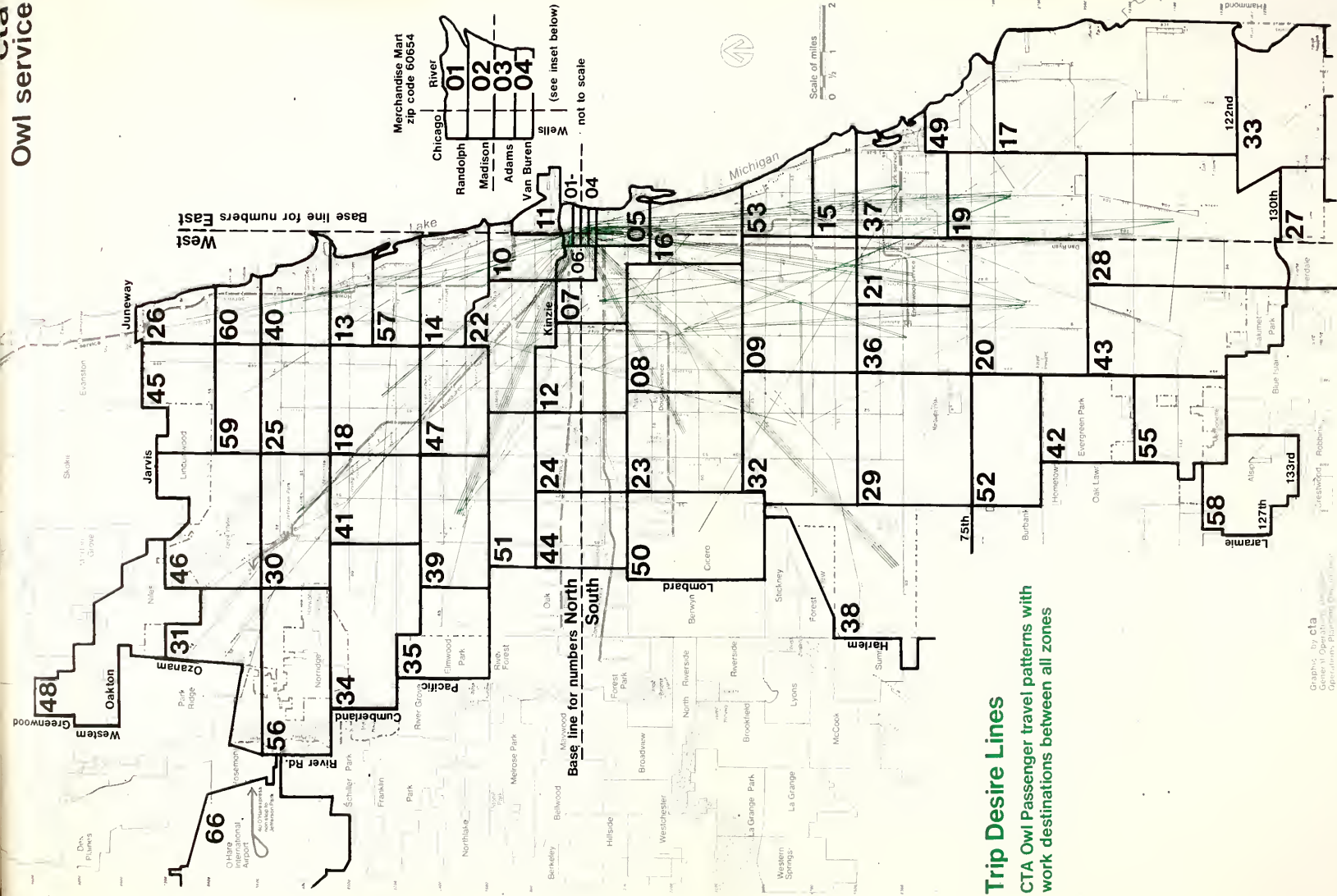
Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



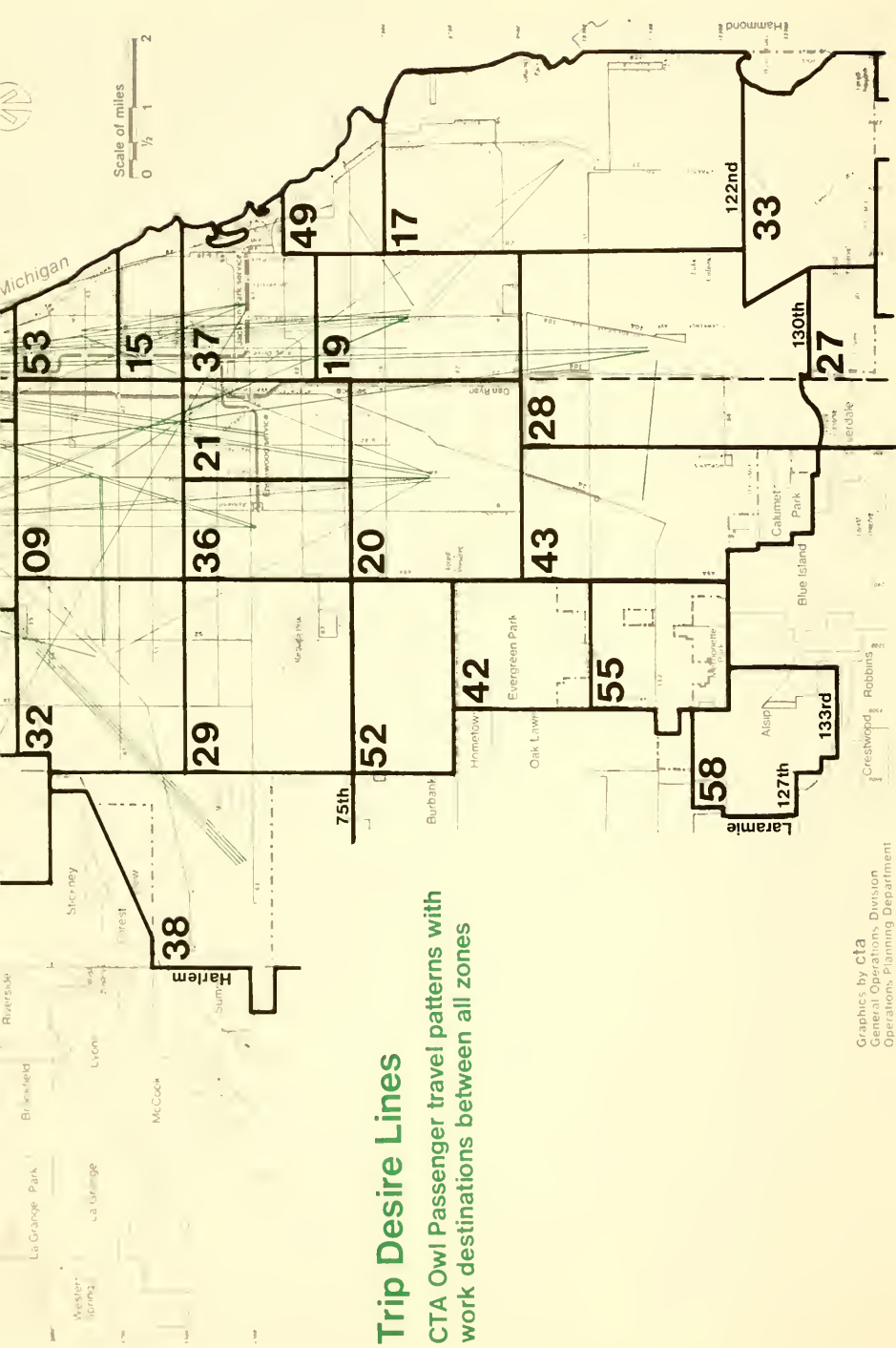


Graphics by cta
General Operations Division
Operations Planning Department

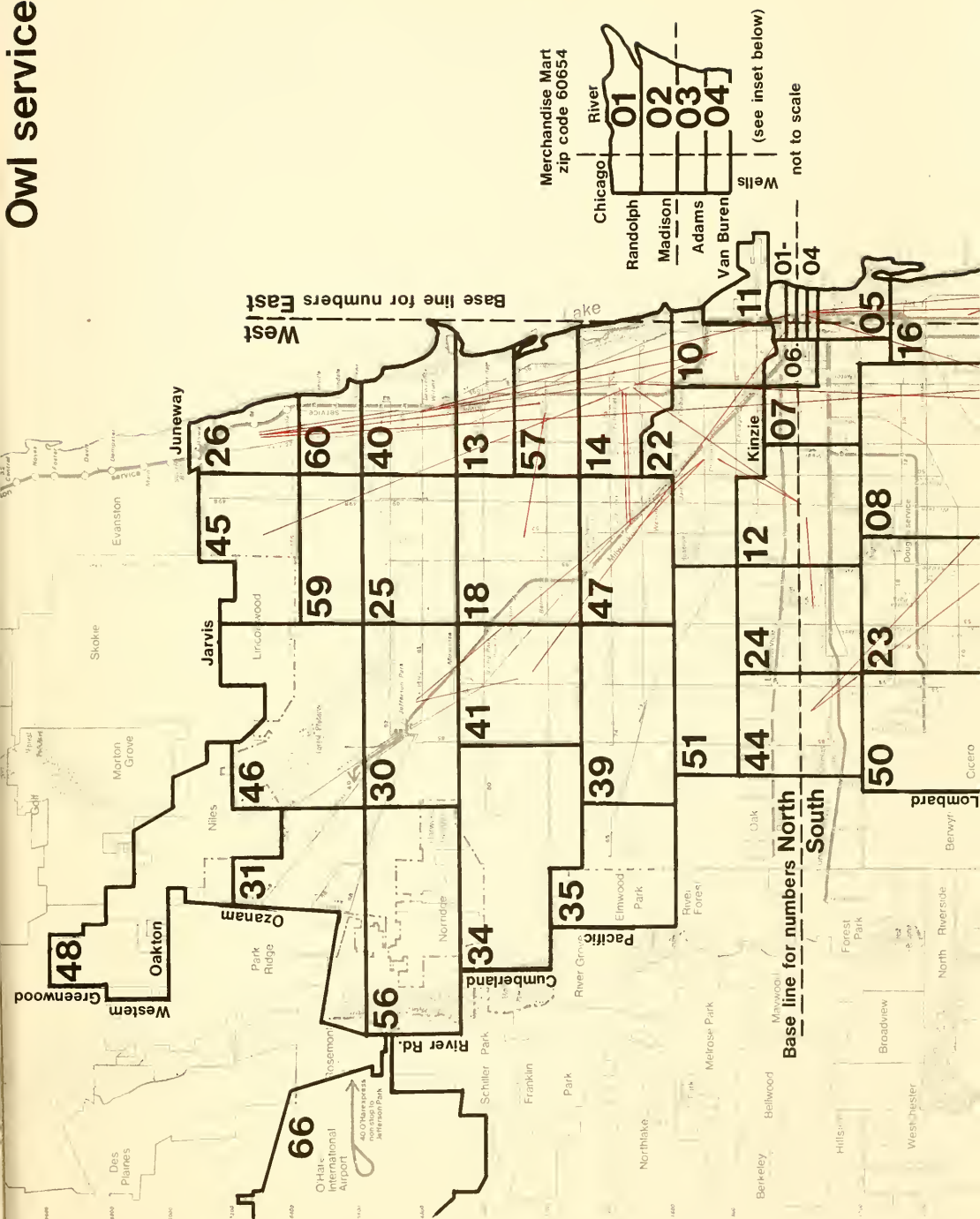
Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.

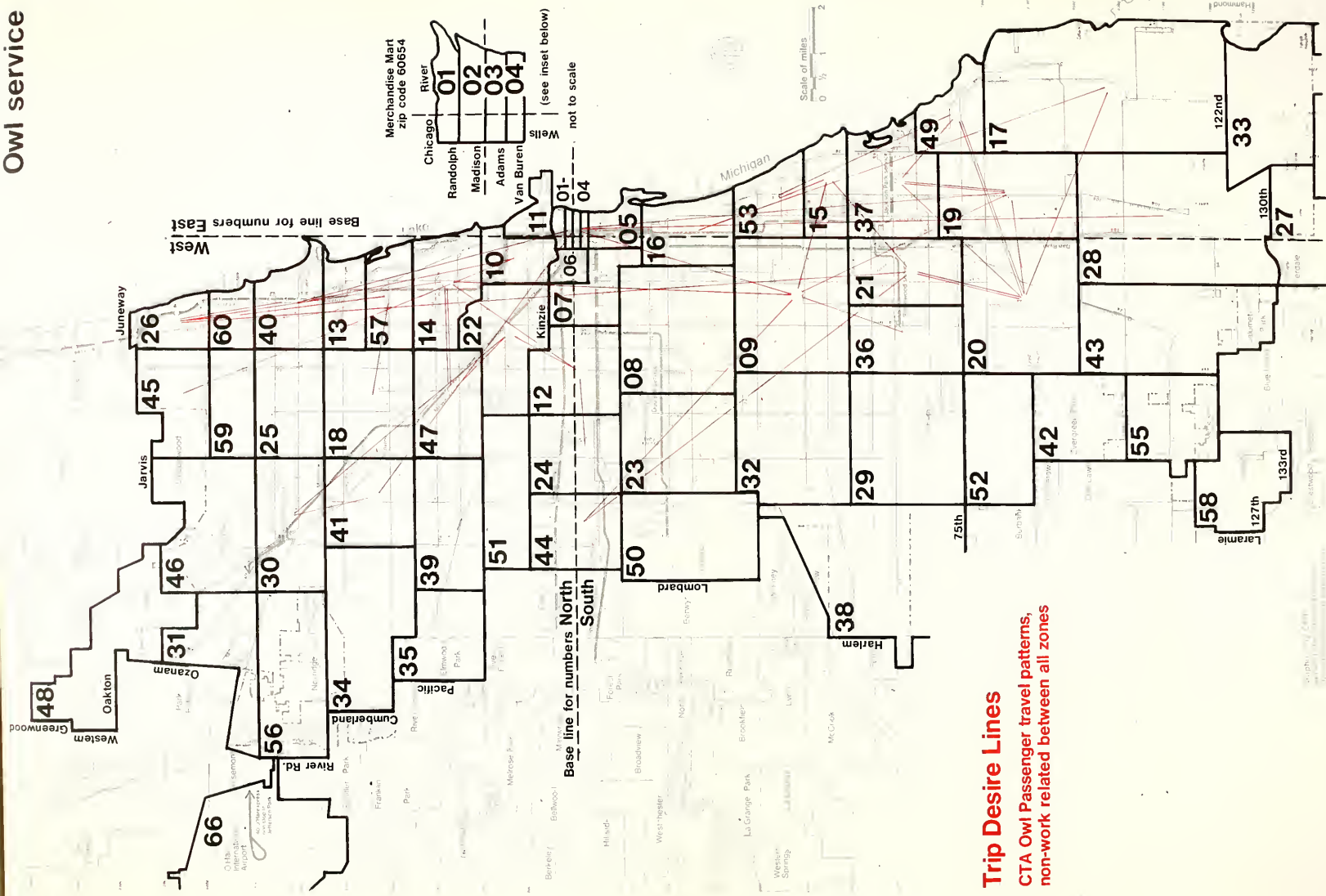


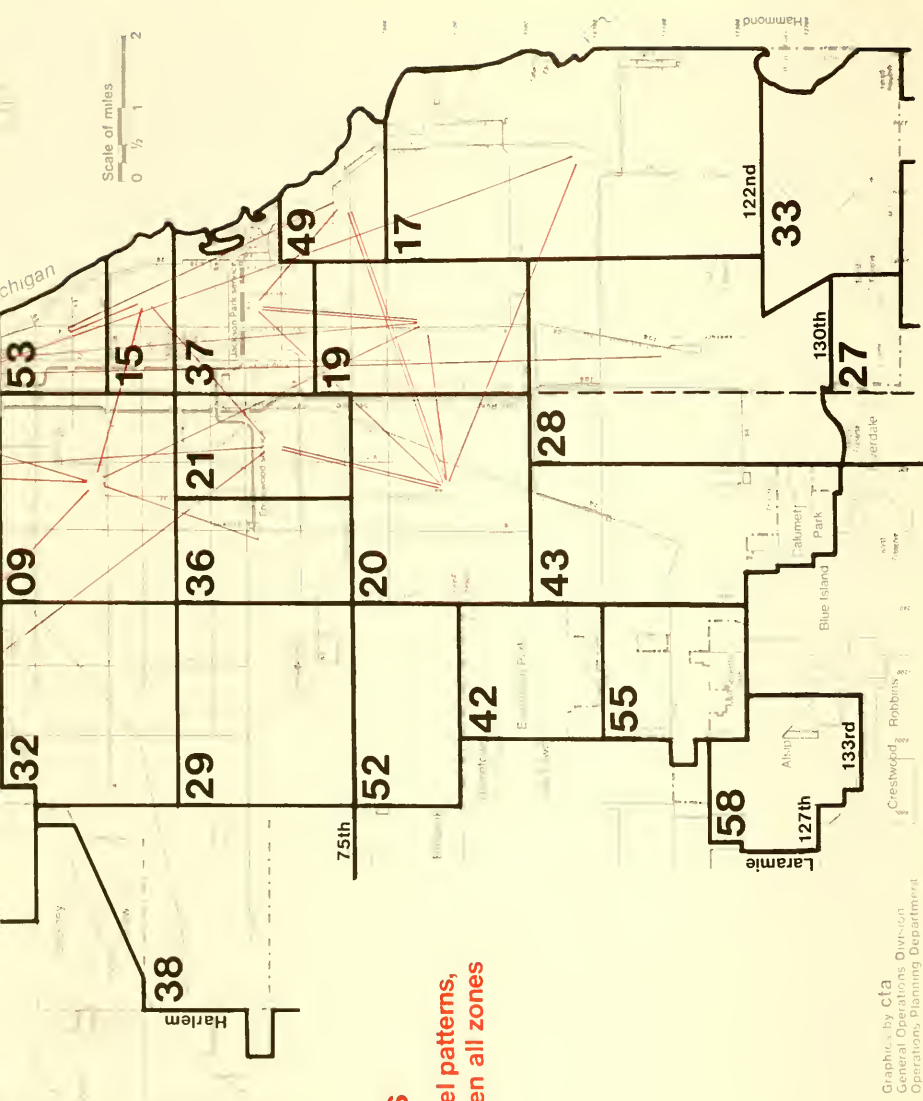
Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



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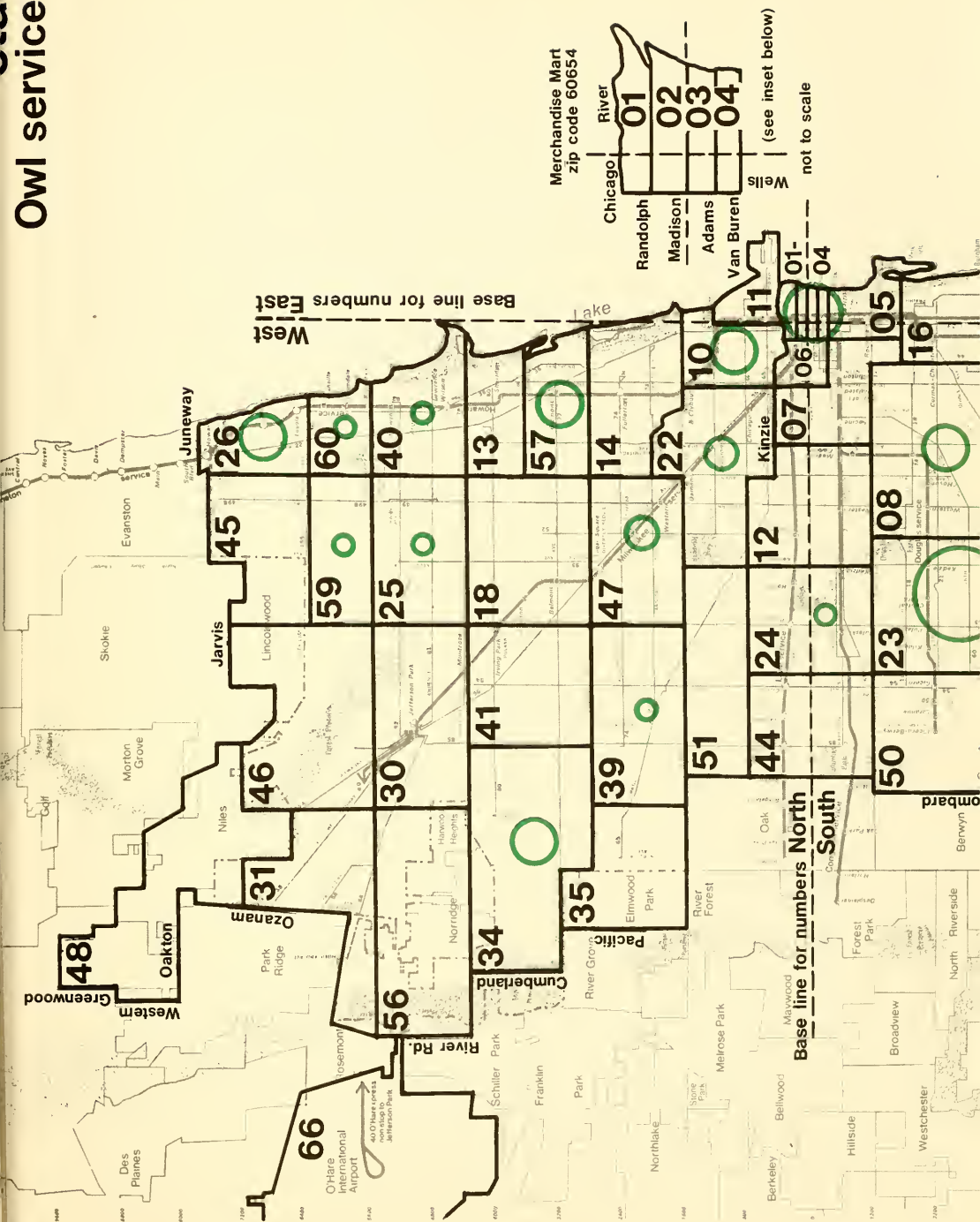


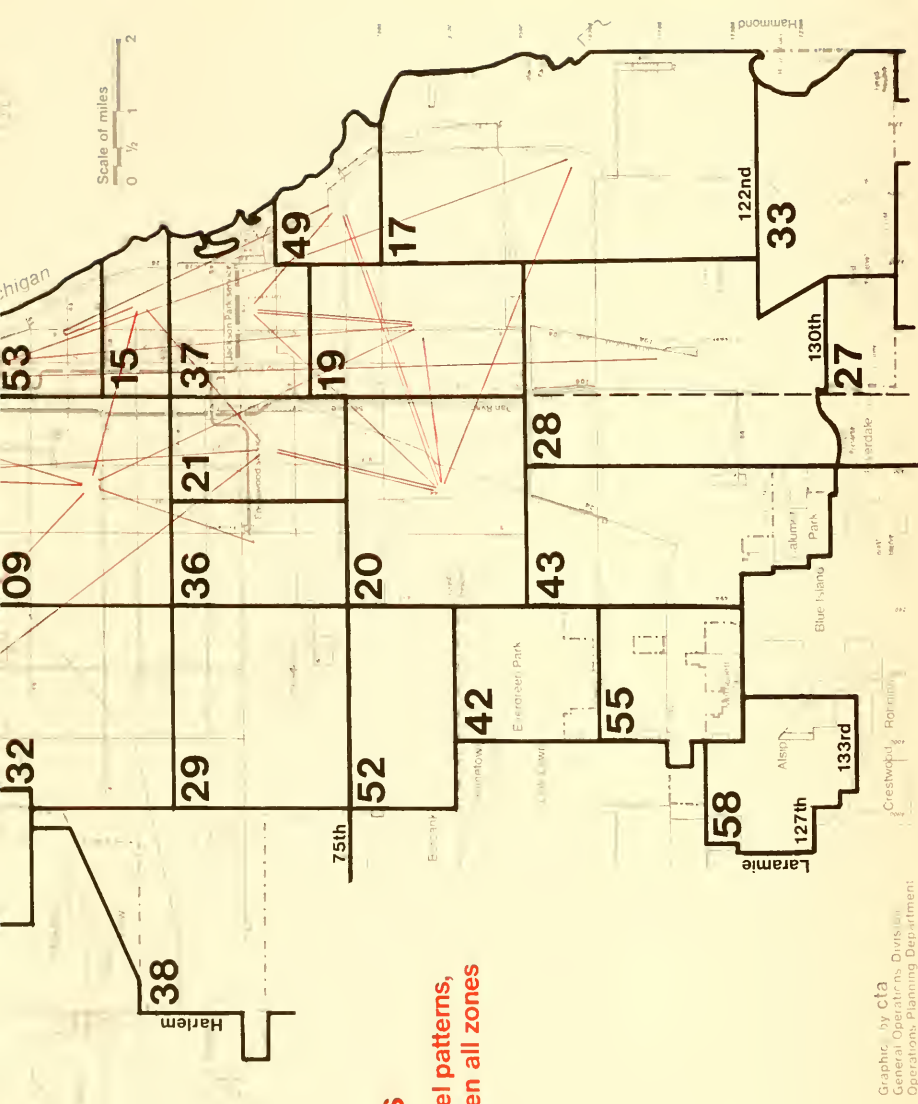
Trip Desire Lines

CTA Owl Passenger travel patterns,
non-work related between all zones

Graphics by cta
General Operations Division
Operations Planning Department

Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.

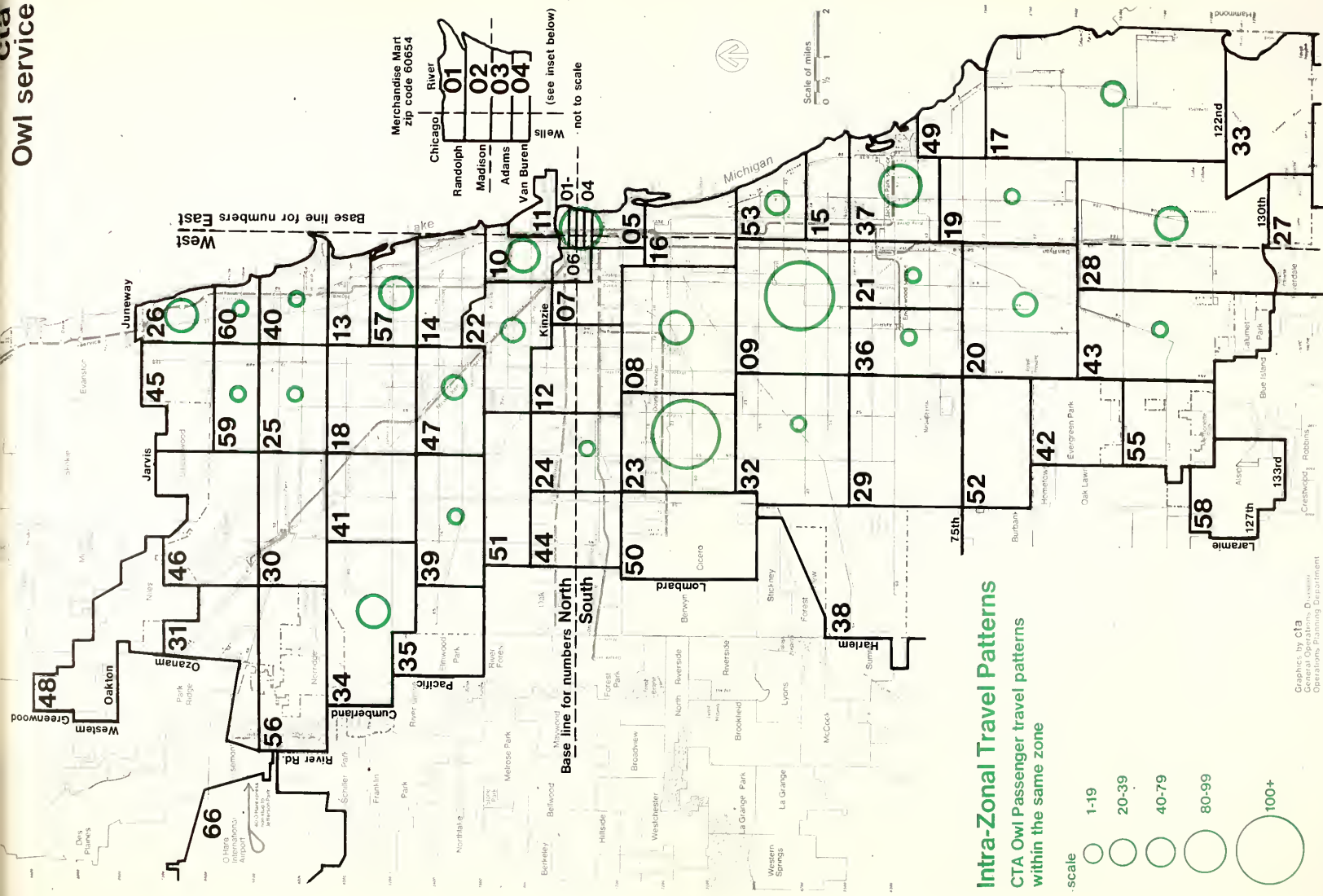




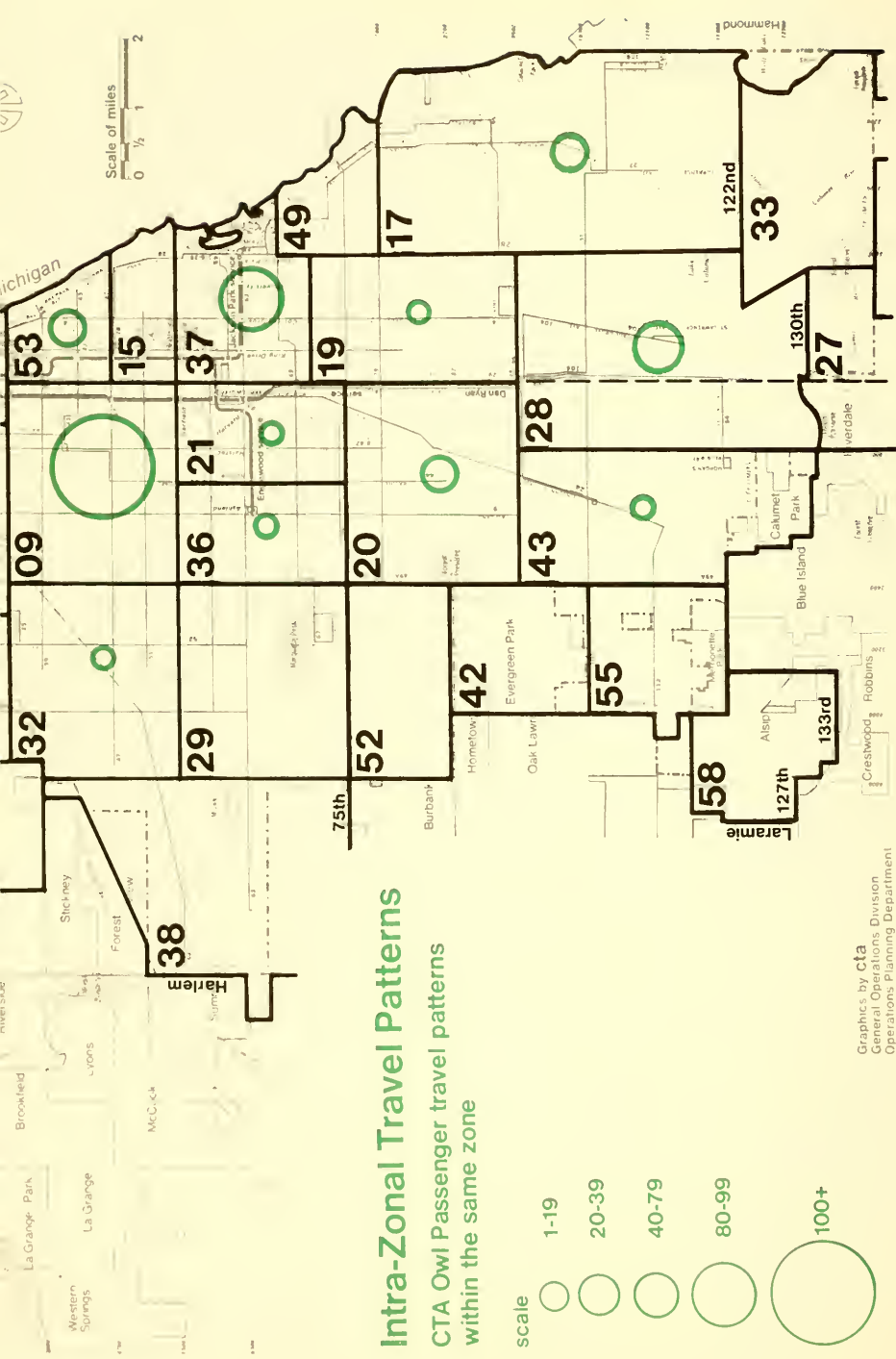
Trip Desire Lines

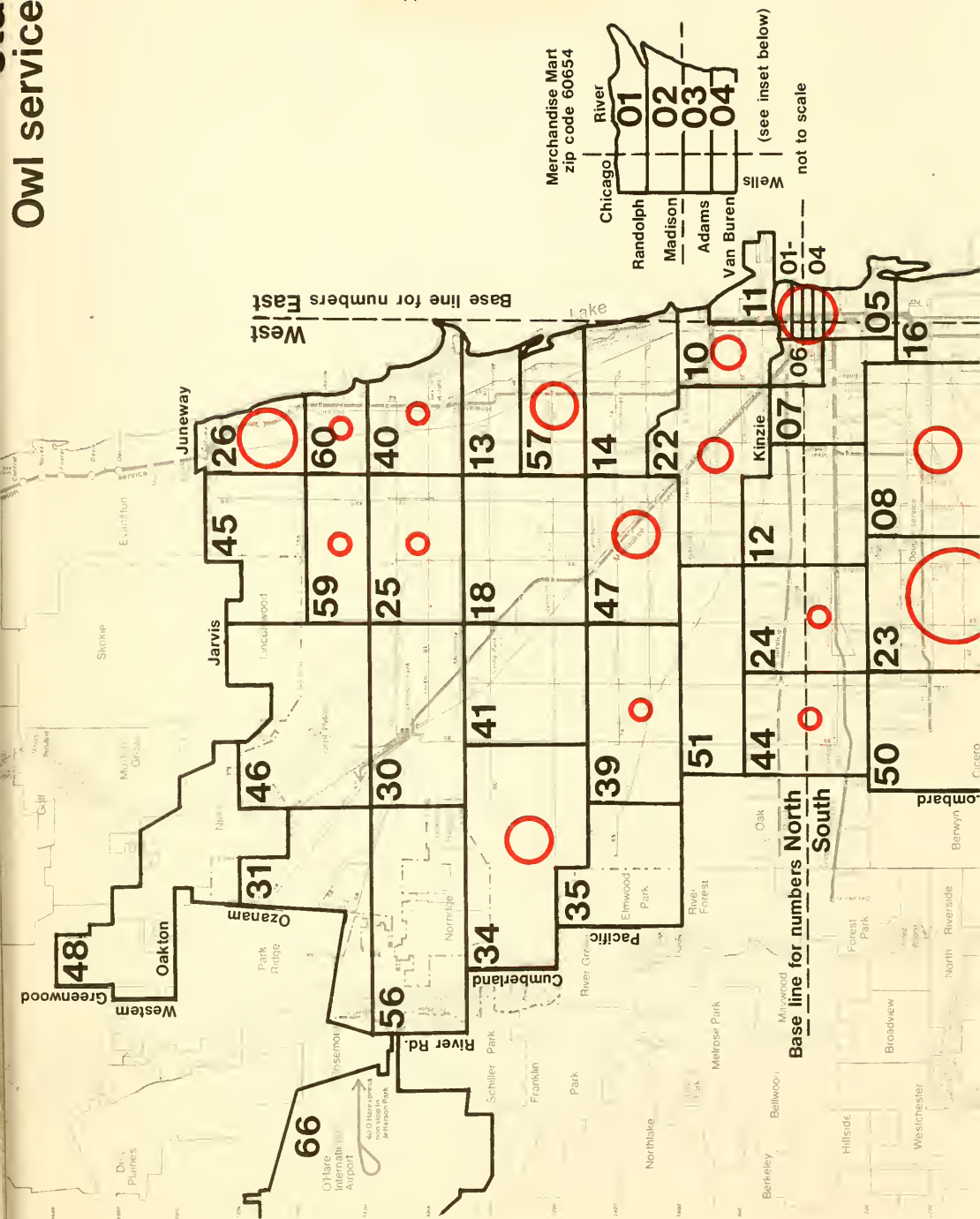
CTA Owl Passenger travel patterns,
non-work related between all zones

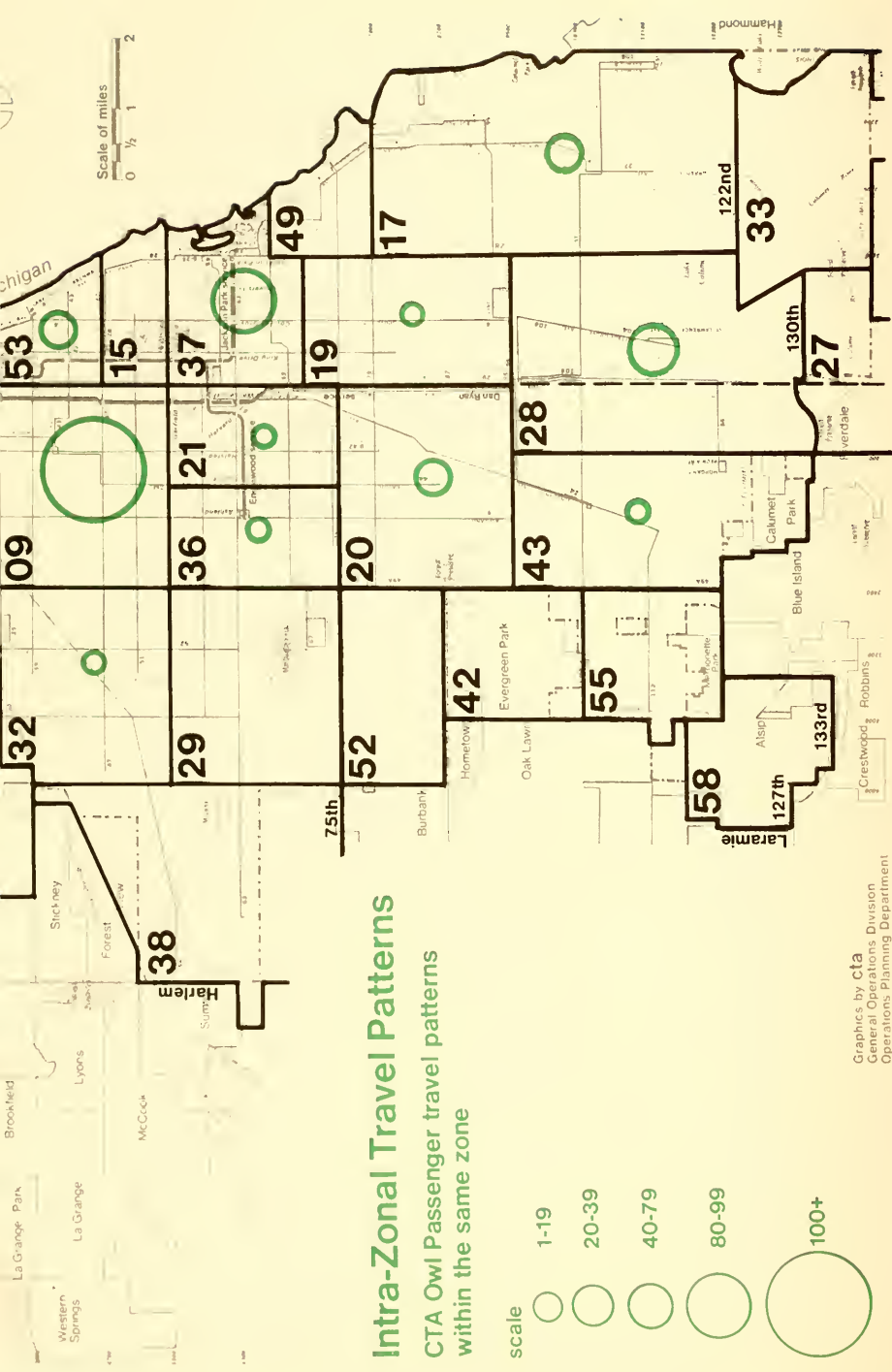
Note: Each line equals 30 trips based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



Note: Based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.

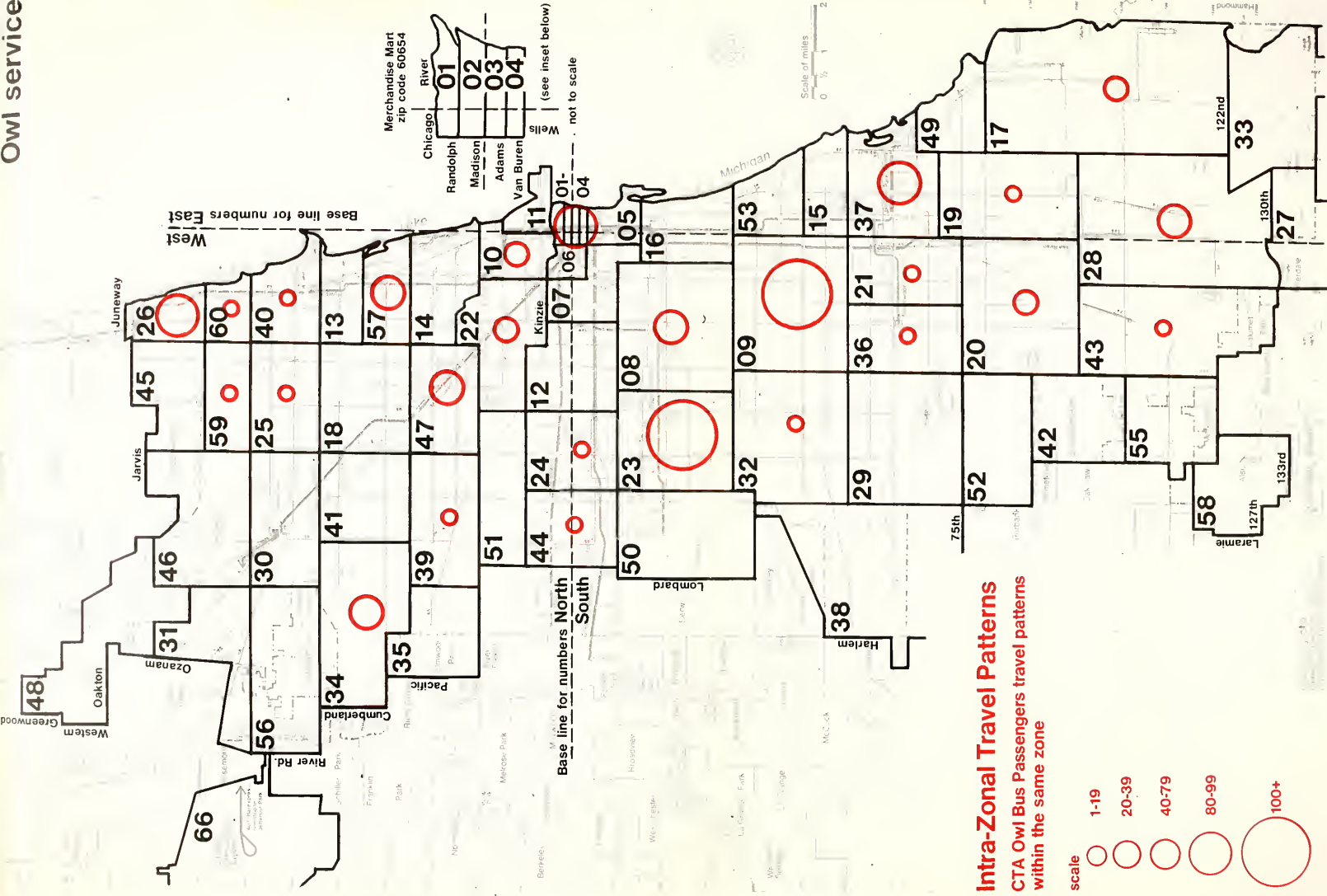




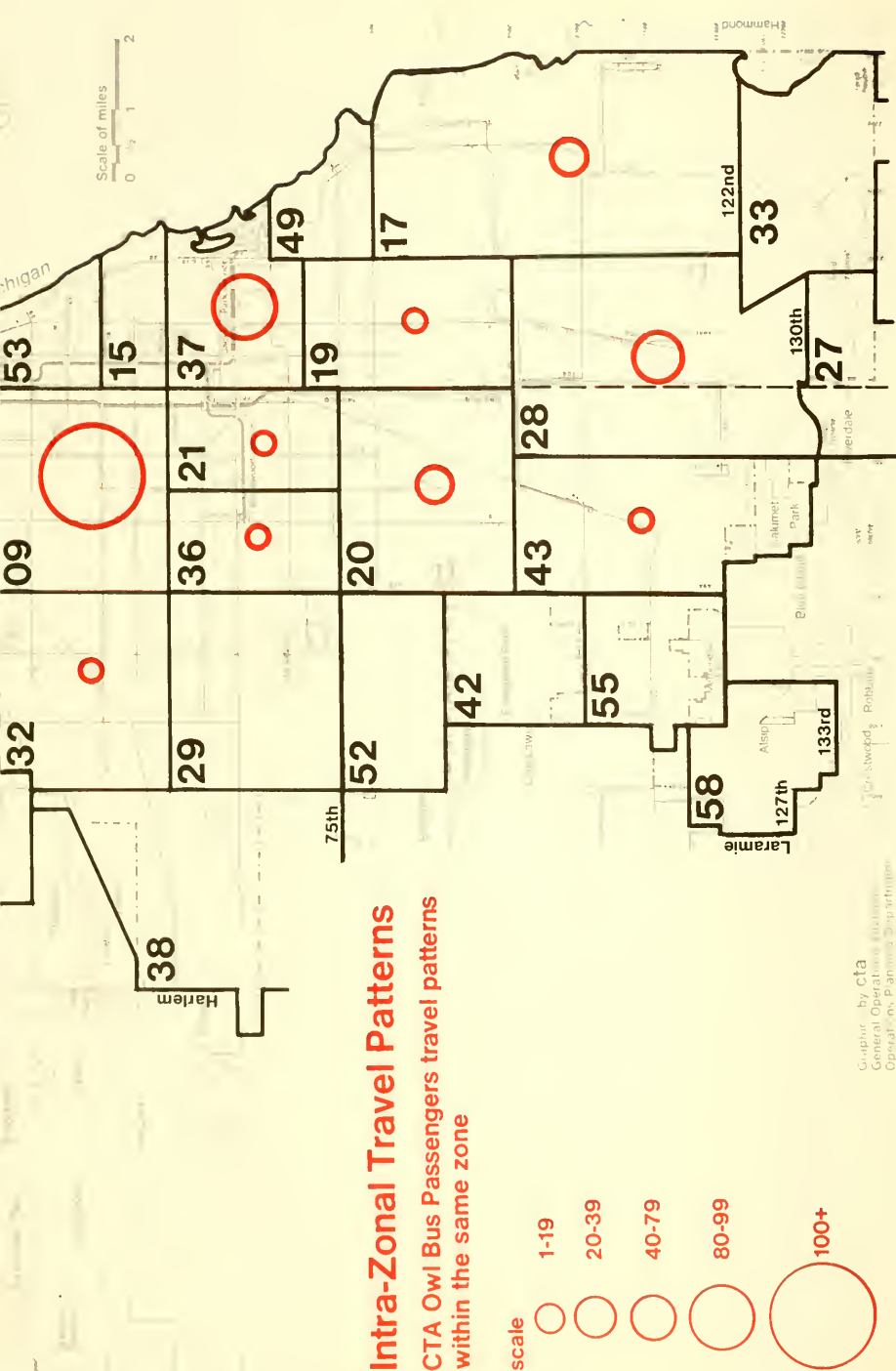


Graphics by cta
 General Operations Division
 Operations Planning Department

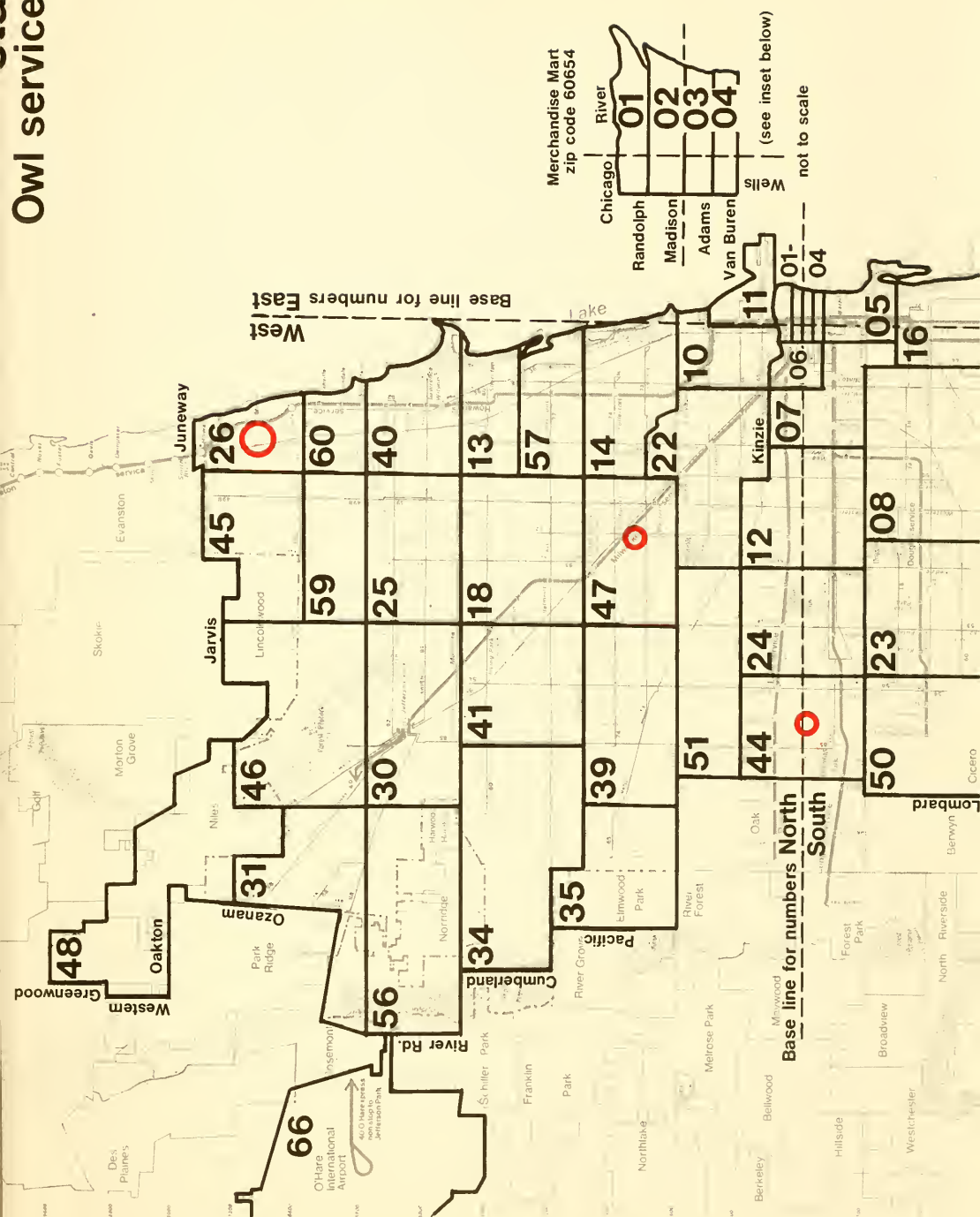
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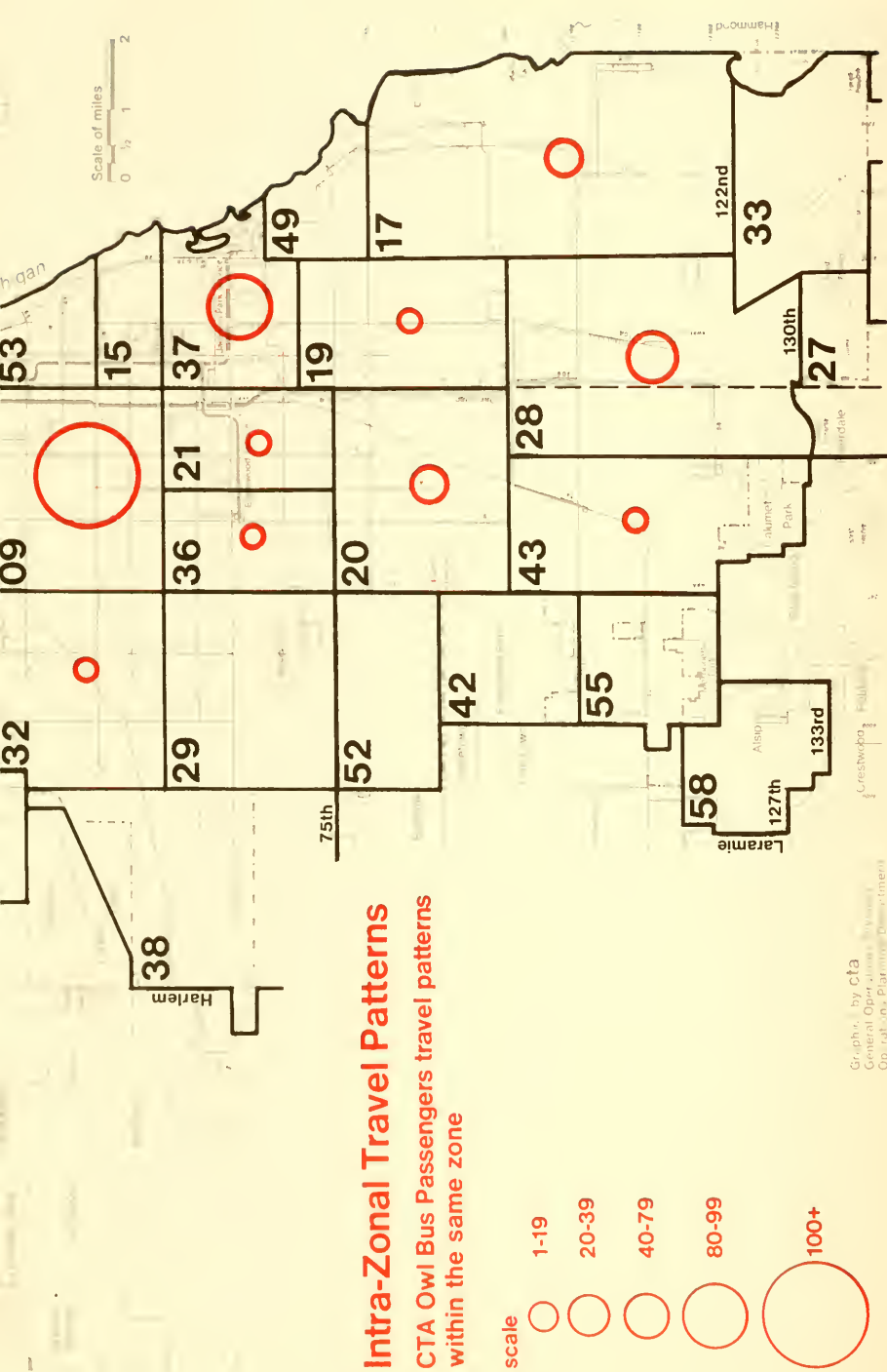


Note: Based on CTA Owl Survey of December, 1977, and January, 1978. CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.

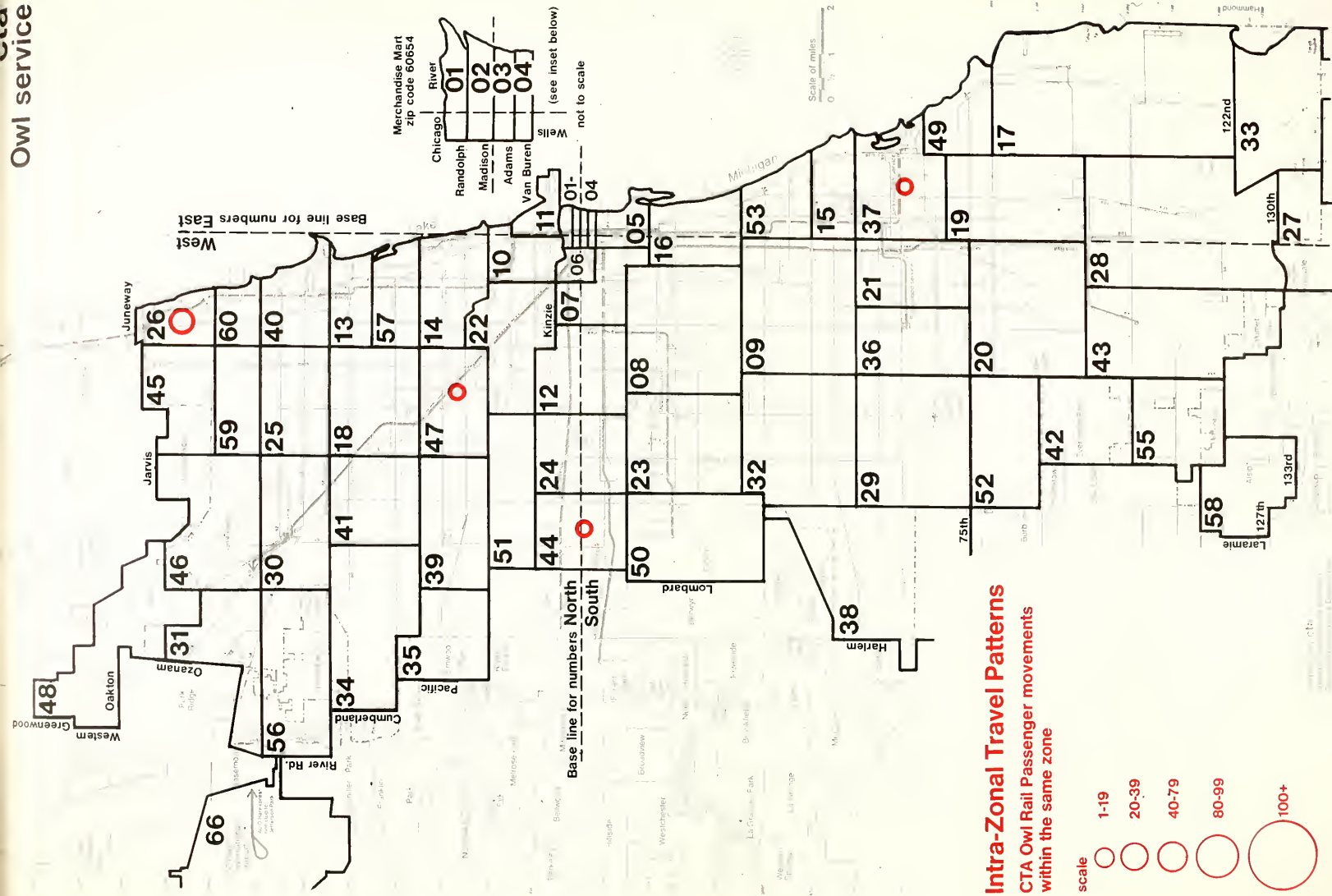


Note: Based on CTA Owl Survey of December, 1977, and January, 1978.
 CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



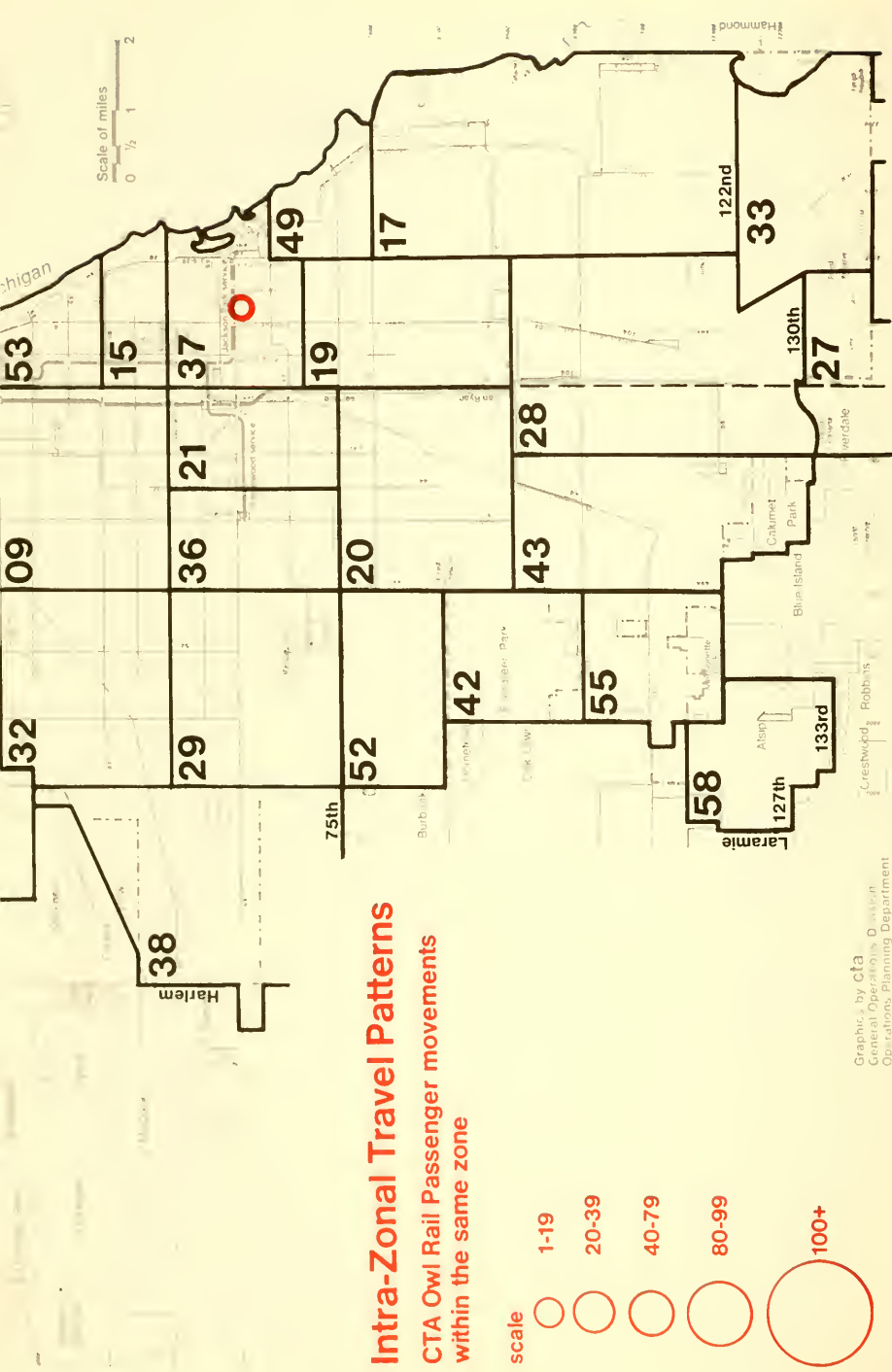


Note: Based on CTA Owl Survey of December, 1977, and January, 1978.
 CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.



Intra-Zonal Travel Patterns CTA Owl Rail Passenger movements within the same zone

Note: Based on CTA Owl Survey of December, 1977, and January, 1978.
CBD zones 01-02:03:04:05-06-11-54 are counted as one zone.



Note: Based on CTA Owl Survey of December, 1977, and January, 1978.
CBD zones 01-02-03-04-05-06-11-54 are counted as one zone.

Land Use of Zones with Major Inter-zonal and
Intra-zonal Activity

Zone 60609 is one of the larger zones. The area has a medium to high population density. There are large retail trade and service establishments and commercial enterprises primarily centralized in the zone. The west sector of the zone is occupied to a large extent by manufacturing industries. These industries employ a lot of people within the zone.

Zone 60623 has a medium to high population density. Retail trade, service, and commercial businesses are spread throughout the zone. Manufacturing industries occupy western and southern sections of the zone. These industries probably employ a large percentage of people who live within the zone.

The CBD zones contain mostly office buildings, retail trade and service establishments, and community facilities. There is dense population and mixed commercial-residential areas throughout the CBD zones. A large number of janitorial personnel and security guards work in the office buildings in this area during the owl period.

Zone 60637 contains a mixture of low, medium and high population densities. There are seven rapid transit stations on the Jackson Park-Howard line within this zone. The University of Chicago is located within this zone and there are many community facilities near or on the campus. Retail trade and service establishments are present throughout the entire zone.

Zone 60626 is the northernmost zone where there are low, medium and high population densities. There are many retail trade and service establishments as well as community facilities in the zone. The Howard station and bus terminal serve a large number of passengers during the owl period.

Zone 60634 has a low population density, but is large in area. There are retail trade and service establishments spread throughout the zone.

In zone 60657 there is primarily medium population density. There are some manufacturing industries and communities scattered around the zone. Retail trade and service establishments are throughout the zone.

Zone 60610 is a high population density area bordering the CBD. There are many community facilities. There are large mixed commercial-residential areas spread throughout the zone. There is little manufacturing in the area. There are many night clubs in the Rush Street area which would attract people after midnight. Retail trade and service establishments are spread throughout the area.

Zone 60628 has a low population density. It is one of the largest zones and includes a portion of the Lake Calumet Harbor. There are manufacturing industries (steel mills), retail trade and service establishments spread throughout the zone. Mixed commercial-residential areas are mostly around the main streets.

Zone 60608 is a zone with low, medium and high population densities. Most of the high density population inhabits the northwest sector of the area, on the outskirts of downtown. There are large manufacturing industries throughout the

zone. Mixed commercial-residential areas as well as retail trade and service establishments on virtually every block. There are many community facilities in the zone.

Zone 60647 has a mixture of low, medium, and high population densities. There is some manufacturing, mostly at the outer regions of the zone. There are many mixed commercial-residential and retail trade and service establishments, most of which are on the main streets.

Zone 60622 has a mixture of low, medium, and high population densities. This zone is near the CBD and has a mixed commercial-residential area. Retail trade and services and manufacturing industries are primarily in the eastern sector of the zone. Community facilities are scattered throughout the zone.

Zone 60620 has a low to medium population density. Mixed commercial-residential areas are located on the main streets. The retail trade and service establishments are large and scattered as are the manufacturing industries. There are many community facilities and they are scattered in the zone.

Zone 60617 is the largest of the zones, bordering Lake Calumet Harbor, Lake Michigan, and Indiana. It is primarily a low density zone, with concentration of manufacturing on the lake shores. There are large retail trade and service establishments and mixed commercial-residential areas primarily in the northern half of the zone.

Land Use Classifications

Low Density Residential:

Areas of least intensive residential use with single family and two family housing predominating. Prevailing density: less than 22 housing units per net acre.

Medium Density Residential:

Areas where two and three flat apartment buildings predominate. Prevailing density: 22 to 40 housing units per net acre.

High Density Residential (under 5 stories):

Areas of 3 and 4 story walk-up apartment buildings, frequently of the large court type. Prevailing density: more than 41 housing units per acre.

High Density Residential (5 stories and more):

Areas where medium and high-rise apartment structures predominate. Prevailing density: more than 41 housing units per net acre.

Mixed Commercial-Residential:

Ground floor uses may include retail shops, trades, and services with up to 3 residential floors above.

Retail Trade and Services:

General retail business uses, including hotels and motels.

Offices:

Insurance, banking, real estate, corporate headquarters, doctors' and lawyers' offices, etc.

Manufacturing:

Manufacturing and processing, including associated storage.

Community Facilities:

Hospitals, clinics and convalescent homes, police and fire stations, religious and fraternal institutions other than schools, libraries, museums, theaters, exhibition and convention centers, stadiums and sports-grounds, etc.

Rail	file	X	Bus	file	X
	post	X		post	X
	spl.			other	
F44-77					

Fares bulletin

TO: All Concerned, Bus and Rail

SUBJECT: Transfer Collection During the Owl Period

EFFECTIVE: Saturday, December 17, 1977 through
Tuesday, December 20, 1977

All operators, ticket agents and conductors working PM or Midnight runs/tricks scheduled for Saturday, December 17, 1977 through Tuesday, December 20, 1977 are required to make a transfer collection. PM runs/tricks must begin to collect/record transfers at 2400 hours and continue until their tour of duty is completed. Midnight runs/tricks must begin to collect/record transfers at the beginning of their tour of duty and continue until their tour of duty is completed but no later than 0600 hours.

Passenger Count Cards (CTA Form 3068, White, available from Storeroom 60) and Transfer Check Slips (CTA Form 3738, White, available from Storeroom 61) will be issued with each trip sheet and agent's report. The following procedures will be used when conducting this transfer pick-up.

1. Employees will retain all transfers received from passengers who do not wish to have them returned.
2. When a passenger wishes to have a transfer returned, return it in the prescribed manner and punch the Passenger Count Card (CTA 3068) in the appropriate square.
3. Enter the correct information on the Passenger Count Card.
4. Put a properly completed Transfer Check Slip (CTA 3738) on top of the collected transfers, bundle and hand them in, along with the Passenger Count Cards, while turning in for the day.

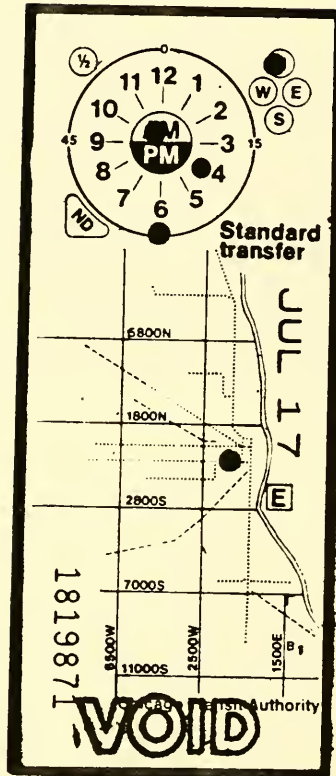
NOTE: At hour intervals, ticket agents must bundle the transfers collected during that period and put a properly completed Transfer Check Slip on top. Ticket agents must place the bundled transfers and Passenger Count Cards in their final turn-in bags.

At the end of each trip, operators and conductors must bundle the transfers collected during that period and put a properly completed Transfer Check Slip on top. Operators and conductors will turn the bundled transfers and Passenger Count Cards in to garage/terminal clerks.

DO NOT PUT BUNDLED TRANSFERS AND PASSENGER COUNT CARDS IN THE TRANSFER ENVELOPES.

Money handlers and garage/terminal clerks are to package the transfers and Passenger Count Cards and forward them to Mr. R. L. Vance, Room 707, Merchandise Mart.

These procedures do not change current fare collection and registration practices. It is imperative that all transfers presented during these times are recorded or collected.



STANDARD TRANSFER

PASSENGER COUNT CARD

08				57				07				59				
001				56				06				58				
CTA 3068 PASSENGER COUNT Date <u>DEC. 19, 1977</u> Truck or Run No. <u>136</u> Line <u>STATE</u> Garage/Terminal <u>77</u> Agent, Conductor (or Operator) <u>J. L. ECHOLS</u> Tag or Badge No. <u>6111</u>																
				45				50				55				60
				25				30				35				40
								10				15				20
																TOTAL

TRANSFER CHECK SLIPCHICAGO TRANSIT AUTHORITY
TRANSFER CHECK

Date Dec 19, '77 Station 77 Line STATE
☐ - AGENT Location 95 Run/Trick 136
☒ - OPERATOR Hours 0047 AM to 0237 AM
☐ - CONDUCTOR
☐ - COLLECTOR Number of Transfers collected 2

1. Pick up and keep all surface and rapid transit transfers presented.
- ~~2. When passenger requests return of transfer, issue a special transfer instead.~~
3. At end of day fill out one check slip for each station or line worked and attach to transfers collected. Turn in transfers collected with agent's report or trip sheet.

CTA 3738 REV. 3/74

MANAGER OF TRANSPORTATION

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study
 Transfer Collection-bus system
 December 17-21, 1977

OP-y79207

8-15-79

Number of transfers presented

		Sat night Dec. 17- 18, 1977	Sun night Dec. 18- 19, 1977	Mon night Dec. 19- 20, 1977	Tue night Dec. 20- 21, 1977		
Route						Route	
1-5	Jeffery-Drexel- Hyde Park	36	26	111	85	52	Kedzie/Cal
3	King Drive	331	411*	177	205*	52A	Kedzie, So
4	Cottage Grove	706	481	401	435	53	Pulaski
7	Harrison	0*	136	97	127	53A	Pulaski, S
8	Halsted	913	629	655	700	54	Cicero
8A	Halsted, South	79	104	87	34	54B	Cicero, So
9	Ashland	818	800	813	859	55	Garfield
11	Lincoln	4	11	0	23	56	Milwaukee
12	Roosevelt	0*	936	392	423	56A	Milwaukee,
16	Lake	114	38	105*	0*	59	59th/61st
17	Westchester	0	14	9	12	60	Blue Islan
18	16th-18th	0*	190	225	192	62	Archer-62E
20	Madison	0*	1,089	487	560	63	63rd
21	Cermak	0*	429	268	417	64	Foster/Law
22	Clark	618	563	407	433	65	Grand
24	Wentworth	156	85	145	46	66	Chicago
25	Cermak, West	0	7	34	12	67	67th/69th/
27	South Deering	315	382	205	193	68	Northwest
28	Stony Island	406	326	259	351	69	Cumberland
29	State	546	656	308	211	70	Division
30	South Chicago	100	64	200	73*	71	71st
34	Michigan, South	484	214	507	398	72	North
35	35th	121	296	551	116	73	Armitage
36	Broadway	571	609	726	713	74	Fullerton
38	Indiana	42	19	48	19	75	74th/75th
39	Pershing	100	147	140	332	76	Diversey
40	O'Harexpress	94	52	51	58	77	Belmont
43	43rd	124	99	72	71	78	Montrose
44	Wallace/Racine	202	522	417	268	79	79th
47	47th	360	359	445	378	80	Irving Par
49	Western	511	959	634	691	80A	Irving Par
49A	Western, South	57	57	62	44	81	Lawrence
49B	Western, North	45	36	39	46	82	Kimball
50	Damen	211	447	100	269	84	Peterson
51	51st	266	41	437	243	85	Central

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study
Transfer Collection-bus system
December 17-21, 1977
OP-y79207
8-15-79

Number of transfers presented					Number of transfers presented				
Route	Sat night Dec. 17- 18, 1977	Sun night Dec. 18- 19, 1977	Mon night Dec. 19- 20, 1977	Tue night Dec. 20- 21, 1977	Route	Sat night Dec. 17- 18, 1977	Sun night Dec. 18- 19, 1977	Mon night Dec. 19- 20, 1977	Tue night Dec. 20- 21, 1977
1-5 Jeffery-Drexel- Hyde Park	36	26	111	85	52 Kedzie/California	0*	1,261	568	696
3 King Drive	331	411*	177	205*	52A Kedzie, South	20	19	22	24
4 Cottage Grove	706	481	401	435	53 Pulaski	526	577	542	0*
7 Harrison	0*	136	97	127	53A Pulaski, South	48	147	108	96
8 Halsted	913	629	655	700	54 Cicero	440	508	372	0*
8A Halsted, South	79	104	87	34	54B Cicero, South	112	0	105	91
9 Ashland	818	800	813	859	55 Garfield	177	311	184	474
11 Lincoln	4	11	0	23	56 Milwaukee	208	316	222	193
12 Roosevelt	0*	936	392	423	56A Milwaukee, North	38	43	59	52
16 Lake	114	38	105*	0*	59 59th/61st	310	246	203	64
17 Westchester	0	14	9	12	60 Blue Island/26th	0*	278	107	203
18 16th-18th	0*	190	225	192	62 Archer-62EXP	355	260	336	414
20 Madison	0*	1,089	487	560	63 63rd	610	503	476	507
21 Cermak	0*	429	268	417	64 Foster/Lawrence	54	0	52	49
22 Clark	618	563	407	433	65 Grand	180	204	256	0*
24 Wentworth	156	85	145	46	66 Chicago	640	216	428	0*
25 Cermak, West	0	7	34	12	67 67th/69th/71st	553	248	313	301
27 South Deering	315	382	205	193	68 Northwest Highway	40	11	17	19
28 Stony Island	406	326	259	351	69 Cumberland Express	0	0	0	0
29 State	546	656	308	211	70 Division	252	264	453	0*
30 South Chicago	100	64	200	73*	71 71st	88	190	100	31
34 Michigan, South	484	214	507	398	72 North	484	413	294	36*
35 35th	121	296	551	116	73 Armitage	161	72	343	0*
36 Broadway	571	609	726	713	74 Fullerton	231	159	100	0*
38 Indiana	42	19	48	19	75 74th/75th	352	281	184	209
39 Pershing	100	147	140	332	76 Diversey	145	99	393	0*
40 O'Hareexpress	94	52	51	58	77 Belmont	454	248	361	0*
43 43rd	124	99	72	71	78 Montrose	79	151	94	80
44 Wallace/Racine	202	522	417	268	79 79th	620	358	947	436
47 47th	360	359	445	378	80 Irving Park	274	250	799	556
49 Western	511	959	634	691	80A Irving Park, West	20	0	11	21
49A Western, South	57	57	62	44	81 Lawrence	146	323	86	331
49B Western, North	45	36	39	46	82 Kimball	72*	354	83*	360*
50 Damen	211	447	100	269	84 Peterson	54	13	39	20
51 51st	266	41	437	243	85 Central	285	233	173	305

Route		Number of transfers presented			
		Sat night	Sun night	Mon night	Tue night
		Dec. 17- 18, 1977	Dec. 18- 19, 1977	Dec. 19- 20, 1977	Dec. 20- 21, 1977
85A	Central, North	3	0	8	9
87	87th	248	120	90	121
88	Higgins	27	51	44	226
90	Harlem	42	29	24	15
91	Austin	50	35	38	31
92	Foster	221	123	152	125
93	California, North	30	15	125	44
94	California, South	74	109	140	203
95	83rd/95th	366	152	232	819
96	Lunt/Touhy	13	7	5	5
97	Skokie	41	8	90	14
103	103rd, West	217	145	126	189
104	Pullman	210	157	232	119
106	103rd/106th	113	38	322	206
111	111th/115th	43	24	30	56
112	Vincennes/111th	167	555	197	141
126	Jackson	0*	150	43	48
151	Sheridan	49	82	119	296
152	Addison	57	78	83	0*
153	Wilson/Michigan	0	0	0*	0*
155	Devon	126	144	201	79
Total		18,455	21,812	20,745	17,351
Number of routes with low response		9	1	3	16
		Scheduled Runs			
Owl (entire run)		166	166	166	166
Non-owl (in service after 2400 hrs.)		360	344	397	397
Total number of scheduled runs		526	510	563	563

* Low response from bus operators (more than 1/3 missing)

Number of transfers presented				
	<u>Sat night</u>	<u>Sun night</u>	<u>Mon night</u>	<u>Tue night</u>
	<u>Dec. 17-</u>	<u>Dec. 18-</u>	<u>Dec. 19-</u>	<u>Dec. 20-</u>
	<u>18, 1977</u>	<u>19, 1977</u>	<u>20, 1977</u>	<u>21, 1977</u>
California	0*	1,261	568	696
	20	19	22	24
	526	577	542	0*
h	48	147	108	96
	440	508	372	0*
	112	0	105	91
	177	311	184	474
	208	316	222	193
orth	38	43	59	52
	310	246	203	64
26th	0*	278	107	203
	355	260	336	414
	610	503	476	507
nce	54	0	52	49
	180	204	256	0*
	640	216	428	0*
st	553	248	313	301
ghway	40	11	17	19
xpress	0	0	0	0
	252	264	453	0*
	88	190	100	31
	484	413	294	36*
	161	72	343	0*
	231	159	100	0*
	352	281	184	209
	145	99	393	0*
	454	248	361	0*
	79	151	94	80
	620	358	947	436
	274	250	799	556
West	20	0	11	21
	146	323	86	331
	72*	354	83*	360*
	54	13	39	20
	285	233	173	305

<u>Tue night</u>
<u>Dec. 20-</u>
<u>21, 1977</u>
9
121
226
15
31
125
44
203
819
5
14
189
119
206
56
141
48
296
0*
0*
79
17,351

16

166

397

563

Chicago Transit Authority

General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study

OP-x79002

Transfer collection -
Rapid Transit agents
December 17-21, 1977

1-2-79

		Total transfers presented			
Station	Hours of collection	Sat.night 12/17-18	Sun.night 12/18-19	Mon.night 12/19-20	Tues.night 12/20-21
<u>North-South Route</u>					
<u>North Side</u>					
Howard	2200-0600	69	69	80	107
Jarvis	2300-0600	2	13	3	0
Morse	2200-0600	5	44	48	59
Loyola	2200-0600	115	152	94	79
Granville	2200-0600	16	-	30	-
Thorndale	2200-0600	6	43	4	9
Bryn Mawr	2200-0600	61	93	68	47
Berwyn	2300-0600	61	86	47	95
Argyle	2300-0600	8	45	-	4
Lawrence	2300-0600	52	61	66	49
Wilson	2200-0600	60	112	54	41
Sheridan	2200-0600	66	106	59	53
Addison	2200-0600	48	44	40	12
Belmont	2300-0600	110	46	162	44
Fullerton	2300-0600	53	115	95	72
North/Clybourn	2300-0600	25	86	49	75
Clark/Division	2300-0600	140	157	76	74
Chicago/State	2230-0600	139	292	114	71
Grand/State	2230-0600	30	78	50	40
Total North Side		1,066	1,642	1,139	931
<u>State Subway</u>					
Lake/Randolph	2300-0600	378	381	343	307
Randolph/Washington	2300-0600	120	216	85	101
Madison/Monroe	2300-0600	31	31	83	26
Monroe/Adams	2300-0600	14	73	63	71
Jackson/Van Buren	2300-0600	26	94	67	75
Total State Subway		569	795	641	580
<u>South Side</u>					
Harrison	2300-0600	89	30	47	35
Roosevelt	2300-0600	112	99	20	98
Tech/35	2300-0600	277	-	150	227
Indiana	2300-0600	16	122	-	-
43	2300-0600	40	207	157	109
47	2300-0600	83	617	459	612
51	2300-0600	61	168	176	151
Garfield	2300-0600	49	111	6	66
58	2300-0600	15	21	27	22
Total Harrison to 58		742	1,375	1,042	1,320

Station	Hours of collection	Total transfers presented			
		Sat.night <u>12/17-18</u>	Sun.night <u>12/18-19</u>	Mon.night <u>12/19-20</u>	Tues.night <u>12/20-21</u>
<u>Jackson Park</u>					
61	2300-0600	54	44	50	45
King Drive	2300-0600	17	259	91	48
Cottage Grove	2300-0600	116	287	-	423
University	2300-0600	0	63	43	30
Jackson Park	2300-0600	319	109	437	216
Total Jackson Park		506	762	621	762
<u>Englewood</u>					
Wentworth	2300-0600	43	65	53	50
Harvard	2300-0600	47	-	44	18
Halsted	2300-0600	83	-	90	228
Racine	2300-0600	127	47	-	69
Ashland	2130-0530	261	265	124	-
		561	377	311	365
Total South Side		1,809	2,514	1,974	2,447
North-South Total		3,444	4,951	3,754	3,958
<u>West-Northwest Route</u>					
<u>Milwaukee</u>					
Jefferson Park	2100-0500	109	492	328	90
Belmont	2300-0600	2	-	771	191
Logan Sq.-Spaulding	2300-0600	29	92	103	122
Kedzie	2200-0600	26	18	33	28
Division	2230-0600	26	106	108	106
Chicago	2300-0600	26	64	70	58
Grand	2300-0600	13	33	41	85
Total Milwaukee		231	805	1,454	680
<u>Dearborn Subway</u>					
Lake Transfer-Clark	2300-0600	130	322	279	345
Randolph/Washington	2300-0600	29	125	65	122
Madison/Monroe	2300-0600	2	33	25	32
Adams/Jackson	2300-0600	29	30	43	48
LaSalle/Congress	2300-0600	8	0	-	6
Clinton/Congress	2300-0600	149	16	8	4
Total Dearborn Subway		347	526	420	557
Total West-Northwest		578	1,331	1,874	1,237

Station	Hours of collection	Total transfers presented			
		Sat.night 12/17-18	Sun.night 12/18-19	Mon.night 12/19-20	Tues.night 12/20-21
<u>West-South Route</u>					
Dan Ryan					
Cermak/Chinatown	2300-0600	-	100	51	58
Sox/35	2300-0600	-	257	123	89
47	2300-0600	-	217	112	90
Garfield	2200-0600	-	393	101	70
63	2200-0600	-	400	-	-
69	2200-0600	-	386	388	504
79	2200-0600	-	621	736	647
87	2200-0600	-	517	256	242
95	2100-0500	-	1,297	893	818
Total Dan Ryan		-	4,188	2,660	2,518
Total West-South		-	4,188	2,660	2,518
<u>Loop Elevated</u>					
Adams/Wabash	2200-0600	16	146	39	173
Madison/Wabash	2200-0600	43	118	-	-
Randolph/Wabash-Inner	2200-0600	66	330	191	216
State/Lake Inner	2300-0600	279	184	-	-
Outer	2300-0600	123	159	198	330
Total		402	343	198	330
Clark/Lake Inner	2300-0600	52	248	100	208
Outer	2300-0600	21	57	110	92
Total		73	305	210	300
Total Loop Elevated		600	1,242	638	1,019
System total		4,622	11,712	8,926	8,732
(number of agents responding)		(64)	(68)	(65)	(67)

- not responding

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-y79003
Transfer collection Rapid Transit conductors December 17-21, 1977	1-3-79

Route/Terminal		Saturday night Dec. 17-18			Sunday night Dec. 18-19			sc
		# of runs		Transfers presented	# of runs		Transfers presented	
		sched.	responding		sched.	responding		
<u>West-Northwest Route</u>								
Jefferson Park	Owl	4	4	111	4	3	177	
	Non-owl	4	3	229	4	3	146	
	Total	8	7	340	8	6	323	
Desplaines	Owl	2	2	30	2	2	113	
	Non-owl	1	1	39	1	1	63	
	Total	3	3	69	3	3	176	
Cicero-Berwyn	Owl	2	2	171	2	2	116	
	Non-owl	2	2	70	2	2	203	
	Total	4	4	241	4	4	319	
Total W-NW	Owl	8	8	312	8	7	406	
	Non-owl	7	6	338	7	6	412	
	Total	15	14	650	15	13	818	
<u>West-South Route</u>								
Forest Park	Owl	2	2	232	2	2	213	
	Non-owl	3	3	33	2	2	126	
	Total	5	5	265	4	4	339	
95th	Owl	2	0	0	2	0	0	
	Non-owl	2	0	0	3	3	80	
	Total	4	0	0	5	3	80	
Total W-S	Owl	4	2	232	4	2	213	
	Non-owl	5	3	33	5	5	206	
	Total	9	5	265	9	7	419	
<u>Ravenswood</u>	Owl	0	0	0	0	0	0	
	Non-owl	5	5	167	2	2	68	
	Total	5	5	167	2	2	68	
<u>Evanston</u>	Owl	2	2	21	2	2	20	
	Non-owl	4	4	24	2	2	96	
	Total	6	6	45	4	4	116	
System total	Owl	14	12	565	14	11	639	
	Non-owl	21	18	562	16	15	782	
	Total	35	30	1,127	30	26	1,421	

Note: North-South excluded since all fares/transfers are collected by agents. Skokie Swift ex

Transfers were collected by owl runs from starting time until 0600 hours, and by non-ov

Chicago Transit Authority
General Operations Division
Operations Planning Department
Routes/Systems

Owl Network Study	OP-y79003
Transfer collection	1-3-79
Rapid Transit conductors	
December 17-21, 1977	

Route/Terminal		Saturday night Dec. 17-18			Sunday night Dec. 18-19			Monday night Dec. 19-20			Tuesday night Dec. 20-21		
		# of runs	Transfers		# of runs	Transfers		# of runs	Transfers		# of runs	Transfers	
<u>West-Northwest Route</u>		<u>sched.</u>	<u>responding</u>	<u>presented</u>	<u>sched.</u>	<u>responding</u>	<u>presented</u>	<u>sched.</u>	<u>responding</u>	<u>presented</u>	<u>sched.</u>	<u>responding</u>	<u>presented</u>
Jefferson Park	Owl	4	4	111	4	3	177	4	4	232	4	4	190
	Non-owl	4	3	229	4	3	146	4	4	95	4	4	73
	Total	8	7	340	8	6	323	8	8	327	8	8	263
Desplaines	Owl	2	2	30	2	2	113	2	2	81	2	1	33
	Non-owl	1	1	39	1	1	63	2	2	52	2	2	106
	Total	3	3	69	3	3	176	4	4	133	4	3	139
Cicero-Berwyn	Owl	2	2	171	2	2	116	2	2	90	2	0	0
	Non-owl	2	2	70	2	2	203	2	2	78	2	0	0
	Total	4	4	241	4	4	319	4	4	168	4	0	0
Total W-NW	Owl	8	8	312	8	7	406	8	8	403	8	5	223
	Non-owl	7	6	338	7	6	412	8	8	225	8	6	179
	Total	15	14	650	15	13	818	16	16	628	16	11	402
<u>West-South Route</u>													
Forest Park	Owl	2	2	232	2	2	213	2	2	122	2	2	84
	Non-owl	3	3	33	2	2	126	3	3	137	3	3	53
	Total	5	5	265	4	4	339	5	5	259	5	5	137
95th	Owl	2	0	0	2	0	0	2	1	13	2	0	0
	Non-owl	2	0	0	3	3	80	4	1	8	4	0	0
	Total	4	0	0	5	3	80	6	2	21	6	0	0
Total W-S	Owl	4	2	232	4	2	213	4	3	135	4	2	84
	Non-owl	5	3	33	5	5	206	7	4	145	7	3	53
	Total	9	5	265	9	7	419	11	7	280	11	5	137
Ravenswood	Owl	0	0	0	0	0	0	0	0	0	0	0	0
	Non-owl	5	5	167	2	2	68	6	6	116	6	6	159
	Total	5	5	167	2	2	68	6	6	116	6	6	159
Evanston	Owl	2	2	21	2	2	20	2	0	0	2	0	0
	Non-owl	4	4	24	2	2	96	2	2	6	2	2	107
	Total	6	6	45	4	4	116	4	2	6	4	2	107
System total	Owl	14	12	565	14	11	639	14	11	538	14	7	307
	Non-owl	21	18	562	16	15	782	23	20	492	23	17	498
	Total	35	30	1,127	30	26	1,421	37	31	1,030	37	24	805

Note: North-South excluded since all fares/transfers are collected by agents. Skokie Swift excluded since there is no service in the owl period.

Transfers were collected by owl runs from starting time until 0600 hours, and by non-owl runs from 2400 hours until completion of run.

Monday night Dec. 19-20		Tuesday night Dec. 20-21		
of runs	Transfers	# of runs		Transfers
<u>responding</u>	<u>presented</u>	<u>sched.</u>	<u>responding</u>	<u>presented</u>
4	232	4	4	190
4	95	4	4	73
<u>8</u>	<u>327</u>	<u>8</u>	<u>8</u>	<u>263</u>
2	81	2	1	33
2	52	2	2	106
<u>4</u>	<u>133</u>	<u>4</u>	<u>3</u>	<u>139</u>
2	90	2	0	0
2	78	2	0	0
<u>4</u>	<u>168</u>	<u>4</u>	<u>0</u>	<u>0</u>
8	403	8	5	223
8	225	8	6	179
<u>16</u>	<u>628</u>	<u>16</u>	<u>11</u>	<u>402</u>
2	122	2	2	84
3	137	3	3	53
<u>5</u>	<u>259</u>	<u>5</u>	<u>5</u>	<u>137</u>
1	13	2	0	0
1	8	4	0	0
<u>2</u>	<u>21</u>	<u>6</u>	<u>0</u>	<u>0</u>
3	135	4	2	84
4	145	7	3	53
<u>7</u>	<u>280</u>	<u>11</u>	<u>5</u>	<u>137</u>
0	0	0	0	0
6	116	6	6	159
<u>6</u>	<u>116</u>	<u>6</u>	<u>6</u>	<u>159</u>
0	0	2	0	0
2	6	2	2	107
<u>2</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>107</u>
11	538	14	7	307
20	492	23	17	498
<u>31</u>	<u>1,030</u>	<u>37</u>	<u>24</u>	<u>805</u>

added since there is no service in the owl period.

runs from 2400 hours until completion of run.

Local 25 Aids CTA Night Schedule Revisions

"We're as concerned about the safety of our members on their journeys to and from work as we are about their safety on the job," Eugene P. Moats, president of Service Employees Local 25, said recently following a meeting with Chicago Transit Authority executives and a Building Managers Association representative.

Knowing that many Local 25 members work at night and therefore, constitute a large percentage of night time CTA riders, the Chicago Transit Authority has called upon Local 25 and the BMA to help them revise their late night scheduling of buses. Presently, a survey of members who depend on the CTA non-rush hour service is being conducted.

The meeting was arranged by Edward F. Brabec, member of the CTA Board and business manager of Plumbers Local 130.

At the meeting, CTA representatives, Harold H. Geissenheimer, General Operating Manager and Harold R. Hirsch, Manager of Op-

erations Planning discussed the revision of the night scheduling in the Loop and outlying areas with BMA Executive Secretary Elayne Kilgore and Local 25 officials.

The scheduling revisions are planned so that Local 25 members will have better access to buses when they need them. This, in turn, will provide better safety for members who must travel during the late night and early morning hours.

In a preliminary survey taken in 1974, the union collected data relating to the members location of employment, the time they left work and the general destination they were headed including any transfers made during the trip.

"The nature of our janitorial

members and some security and elevator members work," Moats said, "warrants that they perform their jobs during the late night hours. Rush hour bus scheduling has ceased long before many of our employees are ready to begin their trips back home. This means that our members comprise a large percentage of riders using the CTA at a time when bus scheduling is sporadic. With fewer buses in operation at this time, we would like to see them there when our members need them."

The new survey being conducted to provide better service and safety is following the same outline as the CTA surveys so that Local 25 data can be integrated into the CTA studies.



LOCAL 25 Representatives met recently to discuss late-night CTA scheduling. Attending the meeting were (left to right) BMA Executive Secretary Elayne Kilgore, Local 25 Research Director Larry Hayes, Assistant to President John Dwyer, President Moats and CTA representatives Harold P. Hirsch and Harold H. Geissenheimer.

from SEIU's Union Newspaper, "The Voice"
September, 1977

C.T.A. REPORTS ON OWL SERVICE STUDY

During an October meeting with C.T.A. officials, Local 25 representatives were given a report on the C.T.A.'s owl service study and an analysis of what has been done to date regarding the Local 25 survey taken in late 1977.

Numerous suggestions on improving owl service (late night-early morning service) were offered by Local 25 representatives, since many members must ride the C.T.A. during this period.

In mid-December of 1977, the C.T.A. began the Owl Network Study to collect information from C.T.A. riders from various sources, including Local 25 and the Building Managers Association. The C.T.A. has operated an extensive network of owl services, but has had very little information available regarding ridership patterns and how the service provided has met the needs of the riders.

Local 25 distributed a survey developed by the C.T.A. in which members were asked for specific

information on their traveling times, transfer points and destinations. Members were also asked for suggestions and comments regarding the owl service. All of the data collected from the Local 25 survey was compiled into a detailed report by Research Specialist Larry Hayes. In March, it was submitted to the C.T.A. for inspection.

Local 25 Pres. Eugene P. Moats, who has been present at the C.T.A. meetings said that he hopes the C.T.A. will be able to implement programs assuring members safe passage to and from their workplace.

"We have always been concerned with the welfare of our members who rely on C.T.A. service during late night hours," Moats said, "and the union would like changes and improvements made to make traveling easier and safer. We realize that traveling alone at night is necessary for many members, but extra protection can be provided if buses are available when members need them at starting points and transfer points and if members traveling in one general direction can do so in groups."

"Local 25 has given the C.T.A. total cooperation on this study," Moats continued, "and we hope the outcome will improve service, safety programs and procedures."

The C.T.A. is expected to complete the Owl Network Study by the end of November.



from SEIU's Union Newspaper, "The Voice"
November, 1978



LOCAL 25 STATEMENT

Dear Member:

The enclosed Questionnaire relates to an effort by Local 25 and the Building Managers Association of Chicago working with the Chicago Transit Authority to provide better public transportation service to and from your place of employment.

The CTA will use the results obtained from this Questionnaire to help plan future scheduling of buses and elevated trains. Current scheduling is very important to members of Local 25, both for convenience and safety. Many members work late hours when scheduling of buses and trains is infrequent.

I, therefore, urge you to fill in the Questionnaire, and return the postage free card. We will keep you advised of the progress at meetings and in the Voice.

Sincerely and
fraternally yours,

Eugene P. Moats
President

Drodzy Członkowie:

Następujący kwestionarz odnosi się do staran Lokal 25, Organizacji Dyrektorów Budynków Chicagowskiej t.z. Building Managers Association of Chicago, razem Chicagowską Władzą Transportacji Publicznej t.z. CTA chcą polepszyć publiczną transportację do pracy i z pracy.

CTA użyje rezultaty tego kwestionariusza względem przyszłych rozkładów autobusów i górnej kolejki. Przyszły rozkład jest bardzo ważny dla członków Lokal 25, względem ubezpieczenia i wygod.

Wielka liczba członków pracuje późno godzinny kiedy rozkład autobusów i kolejki jest dorywczo i rzadziej one chodzą.

Ja łaskawie proszę zająć się wypełnieniem kwestionariusz i odebrać w kopercie załączonej. My was powiadomimy o wynikach posiedzeń w gazecie VOICE.

Szczerze wam oddany,

Eugeniusz P. Moats
Prezes

CTA STATEMENT

Chicagowska Władza Transportacji Publicznej t.z. CTA współpracuje z Unią Lokal 25 i Organizacją Dyrektorów Budynków Chicagowskiej t.z. Building Managers Association of Chicago opracowali kwestionarz który tu jest włączony. Proszę odpowiedzieć na pytania.

Rezultaty odpowiedzi pomogą nam zdecydować potrzeby zmian usług nocnych t.z. "owl" (sowie) godzin.

Dla twego użytku, włączona jest najnowsza mapa CTA. Jeżeli potrzebujesz więcej informacji, proszę dzwonić na NUMER 836-7000.

Szczerze oddany,

H. R. Hirsch
Kierownik, Operator Planów
Chicagowskiej Publicznej

Estimado miembro:

El cuestionario adjunto se refiere a un esfuerzo conjunto del Local 25, la Asociación de Administradores de Edificios y la Autoridad de Transito de Chicago (C.T.A.) para proveer mejor servicio publico de transporte para su ida al trabajo y regreso a su casa.

La compañía C.T.A. usará los resultados obtenidos con este cuestionario para ayudar a planear un nuevo horario de autobuses y trenes elevados. Los horarios actuales son muy importantes para los miembros del Local 25, tanto por conveniencia como por seguridad personal. Muchos de los miembros trabajan hasta altas horas de la noche cuando los autobuses y trenes son poco frecuentes.

Por esto les ruego que llenen el adjunto cuestionario y regresen la tarjeta. Les tendremos al corriente de los progresos de las reuniones, en el periodico VOICE.

Sinceramente y
fraternamente suyo,
Eugene P. Moats
President

La compañía Chicago Transit Authority se complace en trabajar con el Local 25 y la Asociación de Administradores de Edificios de Chicago, en este cuestionario.

Sus respuestas serán muy utiles para nosotros en un estudio que estamos llevando a cabo de todos los autobuses y "L" trenes que funcionan durante la noche. Los resultados nos ayudarán a determinar los cambios de servicio necesarios durante las horas nocturnas.

Para su uso, incluimos un mapa de los trayectos actuales de la C.T.A. Si Ud. necesita mas información, por favor llame al teléfono 836-7000.

Sinceramente,

Sincerely,

H. R. Hirsch
Manager, Operations Planning
Chicago Transit Authority

The Chicago Transit Authority is pleased to work with Local 25 and the Building Managers Association of Chicago on this questionnaire.

Your answers will be useful to us in a study we are doing of all late-night bus and L-subway service. The results will help us determine the need for service changes during the "owl" hours.

For your use, we are enclosing a current CTA route map. If you need any further information please call 836-7000.

Dear Member:

The enclosed Questionnaire relates to an effort by Local 25 and the Building Managers Association of Chicago working with the Chicago Transit Authority to provide better public transportation service to and from your place of employment.

The CTA will use the results obtained from this Questionnaire to help plan future scheduling of buses and elevated trains. Current scheduling is very important to members of Local 25, both for convenience and safety. Many members work late hours when scheduling of buses and trains is infrequent.

I, therefore, urge you to fill in the Questionnaire, and return the postage free card. We will keep you advised of the progress at meetings and in the Voice.

Sincerely and
fraternally yours,
Eugene P. Moats
President

The Chicago Transit Authority is pleased to work with Local 25 and the Building Managers Association of Chicago on this questionnaire.

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For your use, we are enclosing a current CTA route map. If you need any further information please call 836-7000.

Sincerely,

H. R. Hirsch
Manager, Operations Planning
Chicago Transit Authority

(Name)

(Address)

(City, State and Zip)

BUSINESS REPLY MAIL

NO POSTAGE STAMP NECESSARY IF MAILED IN THE UNITED STATES

—POSTAGE WILL BE PAID BY—

Local 25, Service Employees International Union

509 South Wabash Avenue, Room 206

Chicago, Illinois 60605

458

Estimado miembro:

Nuestro querido cuestionario se refiere a un esfuerzo conjunto del Local 25, la Asociación de Administradores de Edificios y la Autoridad de Tránsito de Chicago (C.T.A.) para proveer mejor servicio público de transporte para su ida a su lugar de trabajo y regreso a su casa.

El C.T.A. usará los resultados obtenidos con este cuestionario para ayudar a planea el horario de autobuses y trenes elevados. Los horarios actuales son muy importantes para los miembros del Local 25, tanto por conveniencia como por seguridad personal. Muchos de los miembros trabajan hasta altas horas de la noche cuando los autobuses y trenes son poco frecuentes.

Por esto les ruego que llenen el adjunto cuestionario y regresen la tarjeta. Les tendremos al corriente de los progresos de las reuniones, en el periódico VOICE.

Sinceramente y
fraternamente suyo,
Eugene P. Moats
President

CTA STATEMENT

Chicago's Władza Transportacji Publicznej t.j. CTA współpracuje z Unią Lokalną 25 i Organizacją Dyrektorów Budynków Chicago'skiej t.j. Building Managers Association of Chicago opracowali kwestionariusz który ma być używany. Proszę odpowiedzieć na pytania.

Rezultaty odpowiedzi pomogą nam zdecydować potrzeby zmian usług nocnych t.j. "owl" (sowie) godzin.

Dla twego użytku, włączona jest najnowsza mapa CTA. Jeżeli potrzebujesz więcej informacji, proszę dzwonić na NUMER 836-7000.

Szerzej oddamy,

H. R. Hirsch
Kierownik, Operator Planów
(Chicago'skiej Publicznej
Transportacji)

La compañía Chicago Transit Authority se complace en trabajar con el Local 25 y la Asociación de Administradores de Edificios de Chicago, en este cuestionario.

Sus respuestas serán muy útiles para nosotros en un estudio que estamos llevando a cabo de todos los autobuses y "L", trenes que funcionan durante la noche. Los resultados nos ayudarán a determinar los cambios de servicio necesarios durante las horas nocturnas.

Para su uso, incluimos un mapa de los trayectos actuales de la C.T.A. Si Ud. necesita mas información, por favor llame al teléfono 836-7000.

Sinceramente,

H. R. Hirsch
Manager, Operations Planning
Chicago Transit Authority

First Class
Permit No. 70781
CHICAGO,
ILLINOIS



INSTRUCCIONES

- A. ESCRIBA EN LETRA DE IMPRENTA toda la información que dé en este cuestionario.
- B. CHEQUE ☒ la casilla o casillas que describen su situación.
- C. Separe y ponga en el Correo la TARJETA LIBRE DE FRANQUEO ANTES DEL 30 DE DICIEMBRE, 1977.

DROGOWSKAZ:

- A. DRUKOWAĆ wszystkie informacje w tym Badaniu.
- B. ZAZNACZYĆ ☒ odpowiednie miejsce lub miejsca co się tyczą twojej sytuacji.
- C. Odlączyć Kartkę i odesłać. Macie czas do 30go GRUDNIA, 1977.

DIRECTIONS:

- A. PRINT all information you give in this survey.
- B. CHECK ☒ the appropriate box or boxes that pertain to your own situation.
- C. Detach and mail in the POSTAGE FREE CARD by DECEMBER 30, 1977.

1977 LOCAL 25/CTA SURVEY

☐ SUGGESTIONS OR COMMENTS: _____

1. CUAL ES SU DQMICILIO?	1. ADRES DOMU	1. WHAT IS YOUR HOME ADDRESS?	1. _____																								
2. EN QUE EDIFICIO TRABAJA?	2. IMIĘ BUDYNKU GDZIE PRACUJESZ?	2. WHAT BUILDING DO YOU WORK AT?	2. _____																								
3. CUALES SON SUS DIAS NORMALES DE TRABAJO?	3. JAKIE SĄ TWOJE NORMALNE DNI PRACY?	3. WHAT ARE YOUR NORMAL DAYS OF WORK?	3. ☐ Monday thru Friday ☐ Tuesday thru Saturday ☐ Other: _____ thru _____																								
4. CUALES SON SUS HORAS NORMALES DE TRABAJO?	4. JAKIE SĄ TWOJE NORMALNE GODZINY PRACY?	4. WHAT ARE YOUR NORMAL HOURS OF WORK?	4. _____ ☐ A.M. to _____ ☐ P.M. to _____ ☐ A.M. _____ ☐ P.M. _____																								
5. COMO VA Y VIENE A SU TRABAJO EN UN DIA NORMAL?	5. JAK PODRÓŻUJECIE DO I Z PRACY W NORMALNY DZIEŃ?	5. HOW DO YOU TRAVEL TO AND FROM WORK IN A NORMAL DAY?	5. <table border="1"> <thead> <tr> <th></th> <th>TO WORK</th> <th>FROM WORK</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>'L' Subway Train</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>Commuter Train</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>Car</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>Taxi</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>Walking</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>Other: _____</td> <td>☐</td> <td>☐</td> </tr> </tbody> </table>		TO WORK	FROM WORK	Bus	☐	☐	'L' Subway Train	☐	☐	Commuter Train	☐	☐	Car	☐	☐	Taxi	☐	☐	Walking	☐	☐	Other: _____	☐	☐
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Walking	☐	☐																									
Other: _____	☐	☐																									
6. POR FAVOR ESCRIBA LOS TRAYECTOS QUE USA CUANDO VIAJA: (a) A SU TRABAJO?	6. PROSZĘ WYŁUSZCZYĆ WSZYSTKIE CTA DROGOWSKAZY WASZEJ PODRÓŻY: a) DO PRACY?	6. PLEASE LIST ALL CTA ROUTES USED IN YOUR TRAVELING: (a) TO WORK?	6. <table border="1"> <thead> <tr> <th>ROUTE NAME OR NUMBER</th> <th>WHERE DO YOU GET ON</th> </tr> </thead> <tbody> <tr> <td>1. _____</td> <td>☐ Bus ☐ 'L'</td> </tr> <tr> <td>2. _____</td> <td>☐ Bus ☐ 'L'</td> </tr> <tr> <td>3. _____</td> <td>☐ Bus ☐ 'L'</td> </tr> </tbody> </table>	ROUTE NAME OR NUMBER	WHERE DO YOU GET ON	1. _____	☐ Bus ☐ 'L'	2. _____	☐ Bus ☐ 'L'	3. _____	☐ Bus ☐ 'L'																
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(b) A SU CASA?	b) WRACAJĄC Z PRACY?	(b) FROM WORK?	(b) <table border="1"> <tbody> <tr> <td>1. _____</td> <td>☐ Bus ☐ 'L'</td> </tr> <tr> <td>2. _____</td> <td>☐ Bus ☐ 'L'</td> </tr> <tr> <td>3. _____</td> <td>☐ Bus ☐ 'L'</td> </tr> </tbody> </table>	1. _____	☐ Bus ☐ 'L'	2. _____	☐ Bus ☐ 'L'	3. _____	☐ Bus ☐ 'L'																		
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(Name)

(Address)

(City, State and Zip)

First Class
Permit No. 70781
CHICAGO,
ILLINOIS



BUSINESS REPLY MAIL

NO POSTAGE STAMP NECESSARY IF MAILED IN THE UNITED STATES

—POSTAGE WILL BE PAID BY—

Local 25, Service Employees International Union

509 South Wabash Avenue, Room 206

Chicago, Illinois 60605

FD-458

Y

☐ A.M.
☐ P.M.

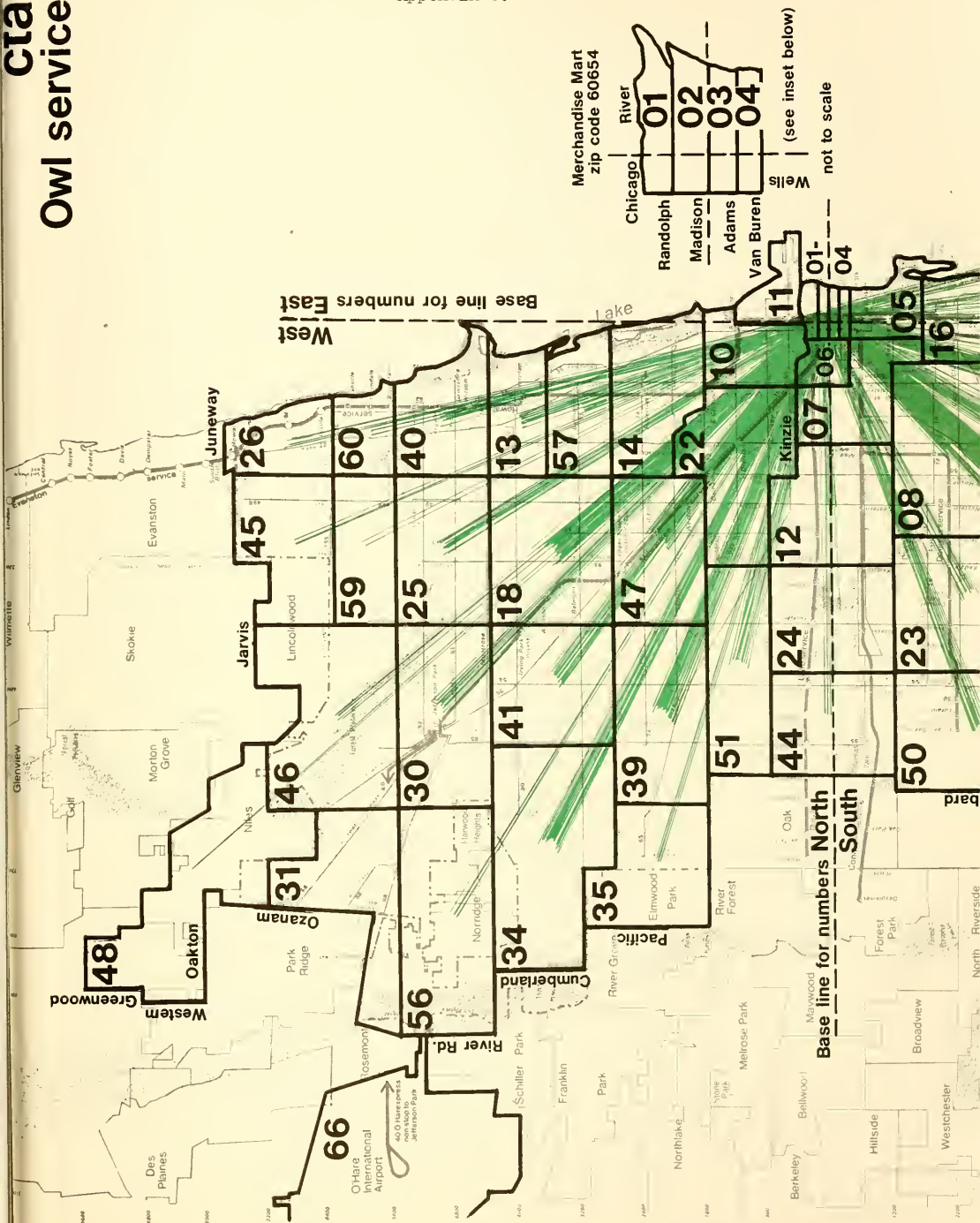
K FROM WORK

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DO YOU GET ON

cta Owl service

Appendix 6.4



(Name)

(Address)

(City, State and Zip)

First Class
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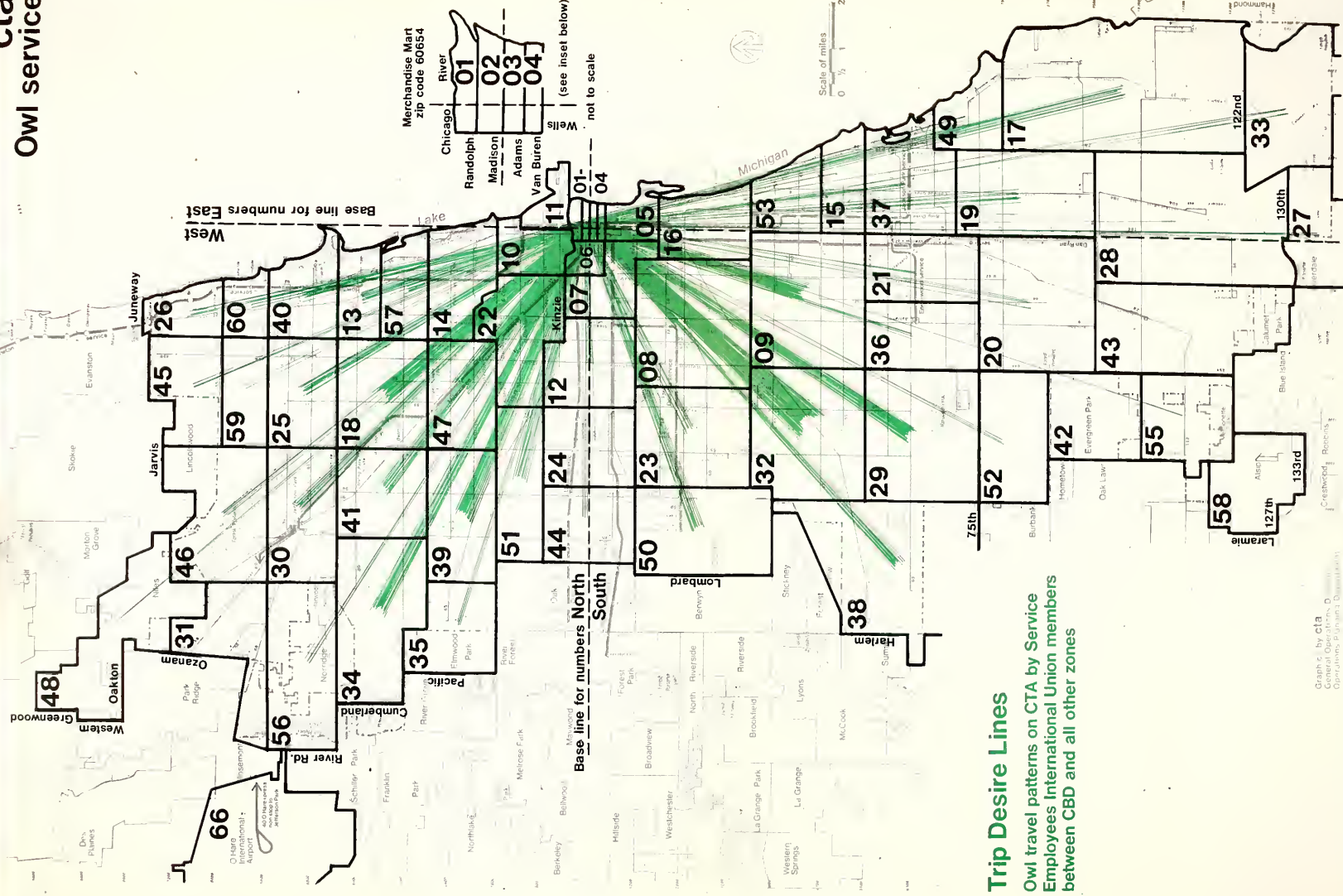
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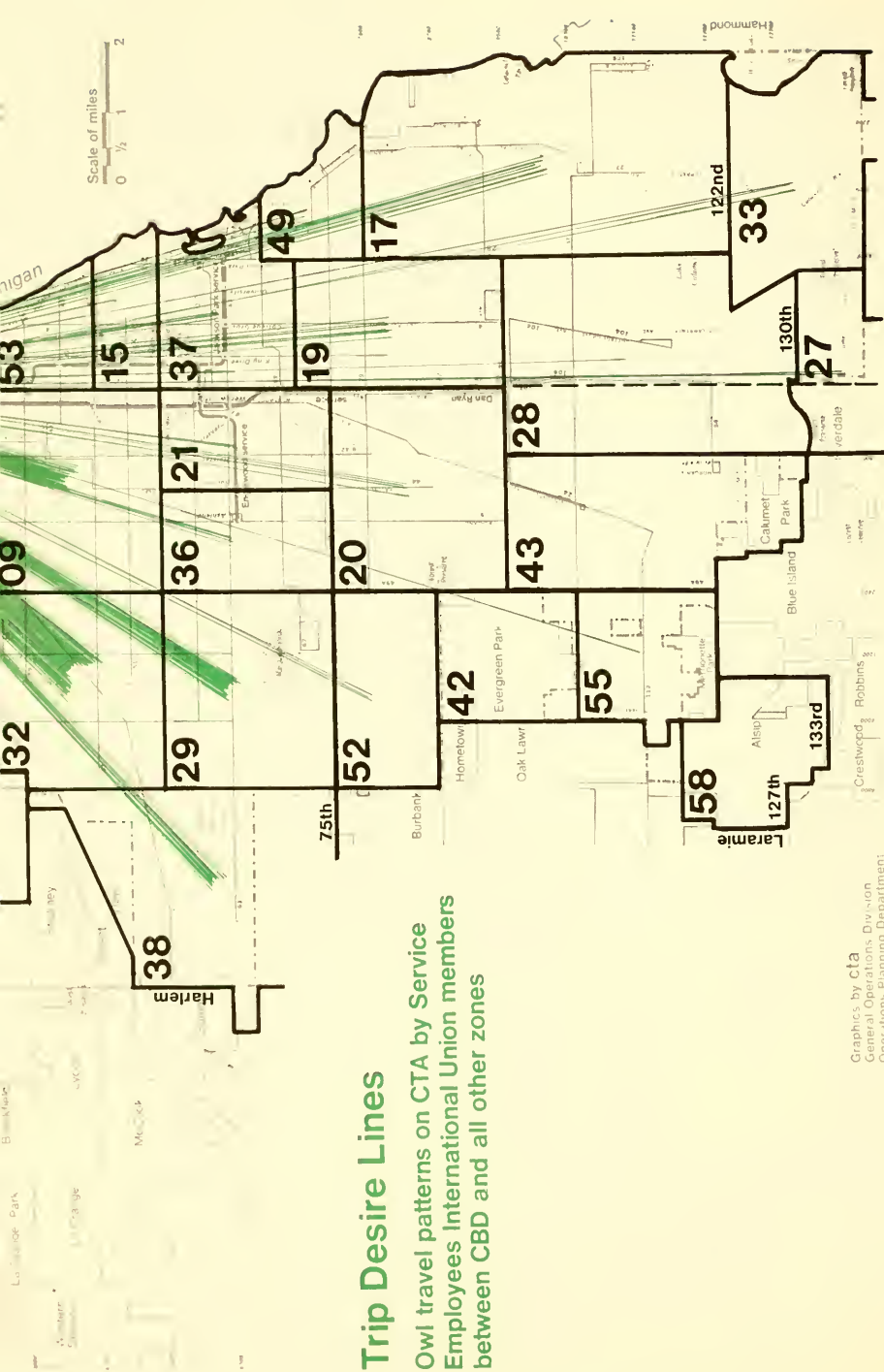
K FROM WORK

☐ A.M.

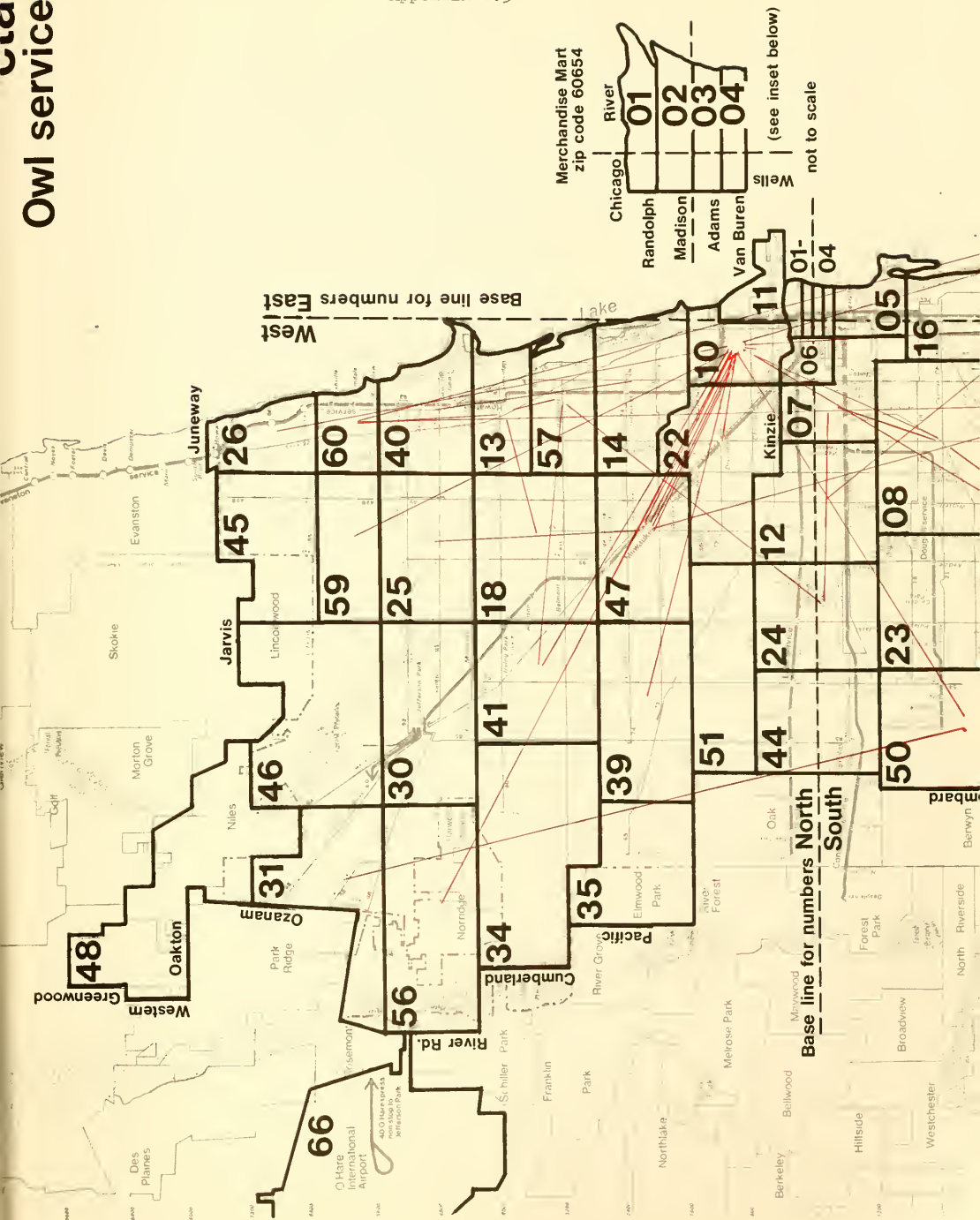
☐ P.M.

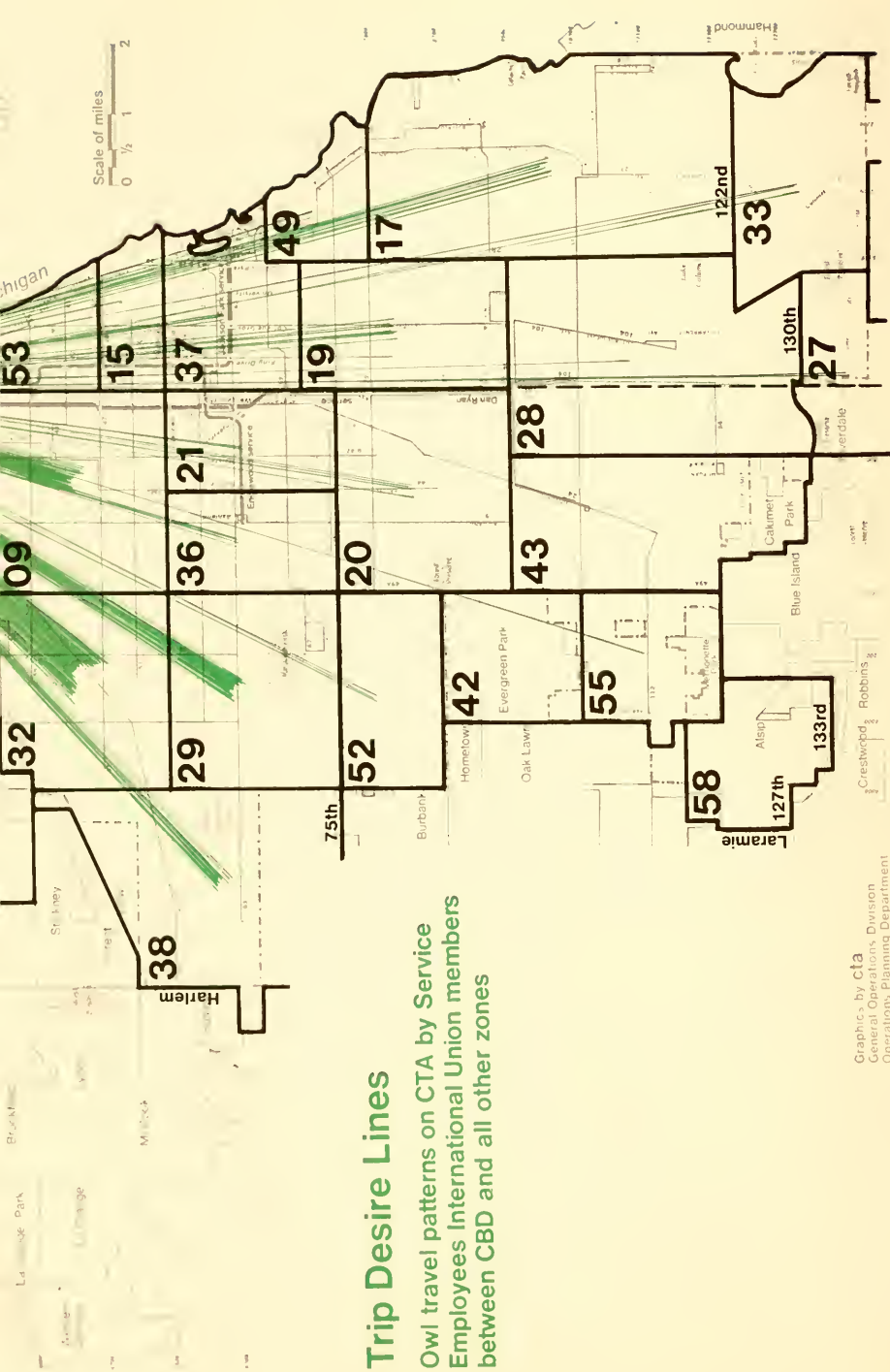
DO YOU GET ON





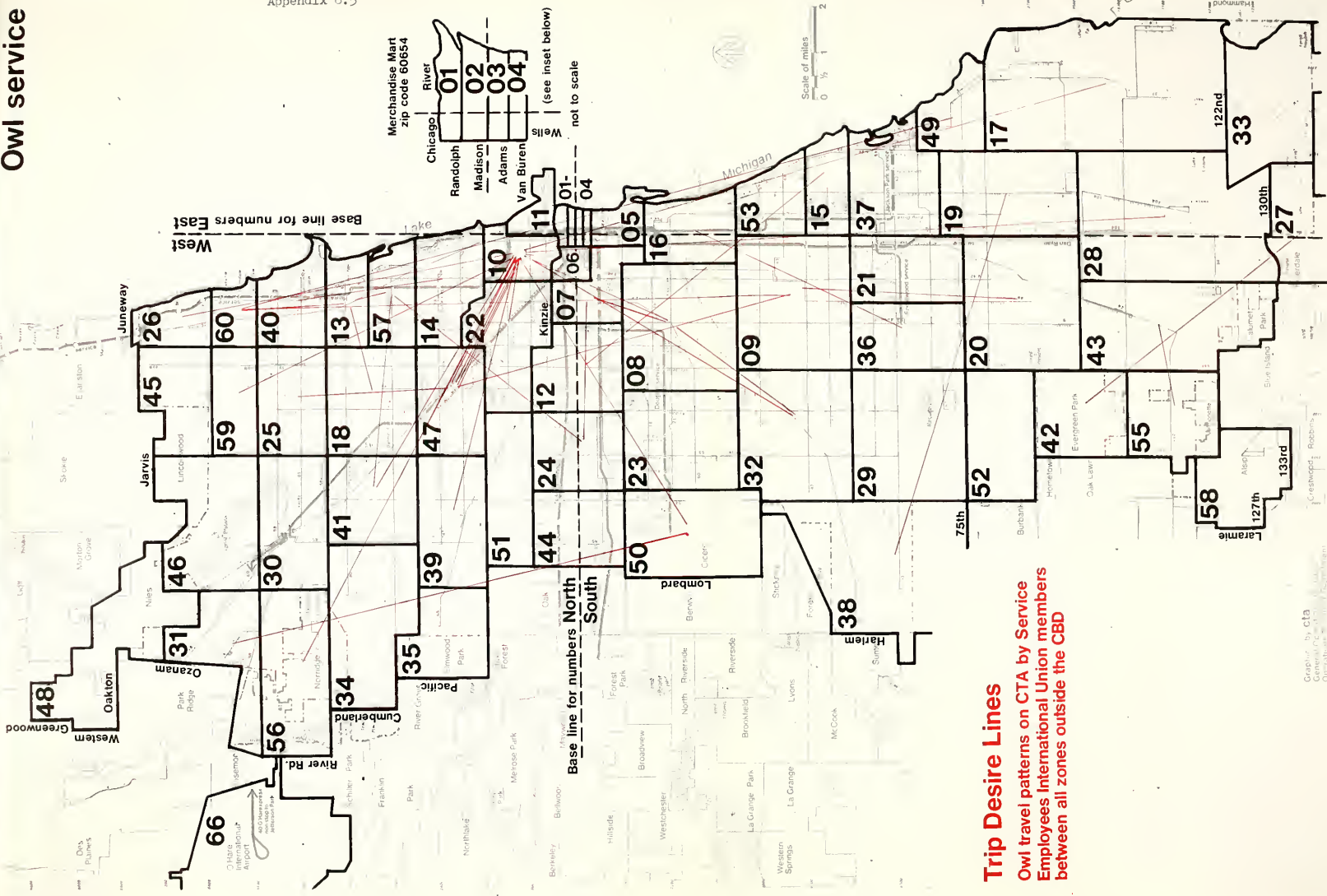
Note: Each line equals 8 trips based on SEIU survey of December, 1977.
CBD zones 01-02-03-04-05-11-54 are counted as one zone.





Graphics by cta
General Operations Division
Operations Planning Department

Note: Each line equals 8 trips based on SEIU survey of December, 1977.
CBD zones 01-02-03-04-05-11-54 are counted as one zone.

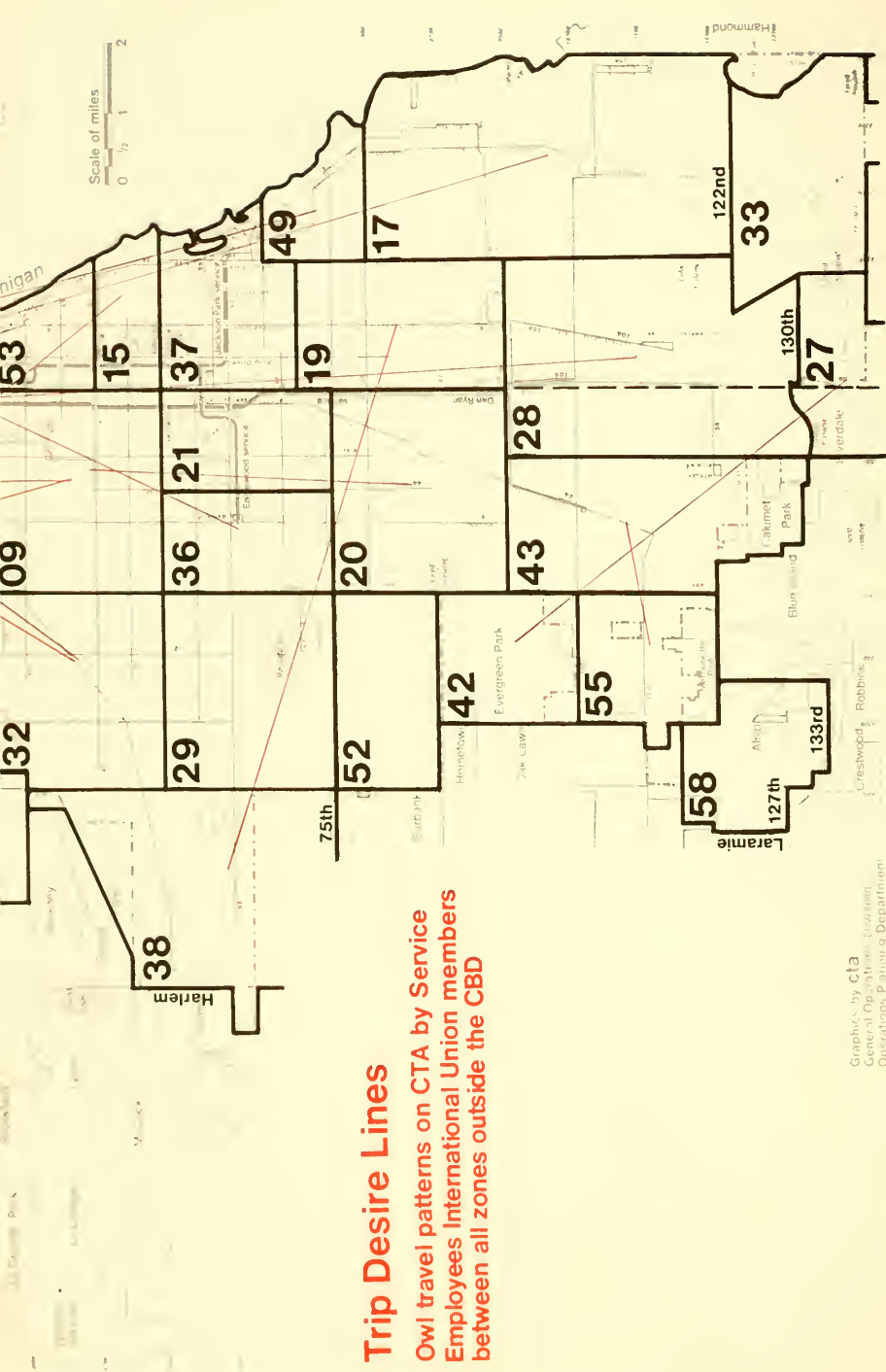


Trip Desire Lines

Owl travel patterns on CTA by Service
Employees International Union members
between all zones outside the CBD

Graphic by cta
General Manager
Operations & Maintenance

Note: Each line equals 8 trips based on SEIU survey of December, 1977.
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Trip Desire Lines Owl travel patterns on CTA by Service Employees International Union members between all zones outside the CBD

Graphics by cta
 General Operations Planning Department

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ORGANIZED 1902

BUILDING MANAGERS ASSOCIATION OF CHICAGO

135 SOUTH LA SALLE STREET

TELEPHONE 236-5237

CHICAGO, ILLINOIS 60603

November 22, 1977

My night crews work the following hours:

<u>JANITORIAL</u> -	Start	5:00	P. M.
	Finish	1:00	P.M. / A. M.
		3:00	P. M.
<u>ENGINEER</u> -	Start	11:00	P. M.
		11:00	P. M.
	Finish	7	P.M. / A. M.
		5:45	P. M.
<u>SECURITY</u>	Start -	1:00	P.M.
		1:00	A. M.
	Finish	7:00	P.M. / A. M.
<u>OTHER</u> -	Start		P. M. / A. M.
	Finish		P. M. / A. M.

Please complete and return the enclosed form within the next two weeks. This is important if we are to cooperate with the Unions and the CTA in setting up convenient schedules for your night people. Your building location is important, so fill in the form below.

BUILDING ADDRESS 20 North Wacker DriveName of person filling out this form June LanghamTelephone 372-7800

Keipen
78

Dear

The Chicago Transit Authority is presently conducting a technical study of its owl bus and rapid transit services, operating between midnight and 5:00 a.m. We are requesting the following information on your operation, separated by mode, to aid in our analysis:

- number of buses/cars operated in rush hours and in all-night service
- number of routes operated in rush hours and all-night service
- starting and finishing times of service, if no all-night service is provided

We are sending you a CTA system map, owl system map, and a copy of CTA's bus and rail systems operating facts, which is a detailed breakdown of CTA operations. If your transit property has similar documents, we would appreciate copies. Also, if your agency has done any special study of its late-night services, we would be interested in hearing about it.

If there is any information we could supply you in return, please indicate with your reply. If you have any questions, I can be reached at (area code 312) 664-7200, ext. 337.

Thank you in advance for your cooperation in completing and returning the attached form.

Sincerely,

Robert L. Vance
Project Manager
Owl Network Study

DHR/sj
Enclosures (4)

BUS (INCLUDING TROLLEY BUS) SERVICE

	<u>rush-hour maximum</u>	<u>all-night service</u>
number of vehicles	_____	_____
number of routes	_____	_____
hours of service if less than 24 hours daily:	_____	to _____

LIGHT RAIL SERVICE

	<u>rush-hour maximum</u>	<u>all-night service</u>
number of vehicles	_____	_____
number of routes	_____	_____
hours of service if less than 24 hours daily:	_____	to _____

HEAVY RAIL RAPID TRANSIT SERVICE

	<u>rush-hour maximum</u>	<u>all-night service</u>
number of vehicles	_____	_____
number of routes	_____	_____
hours of service if less than 24 hours daily:	_____	to _____

Respondent: _____

Company: _____

Date: _____

Please return response to:

Mr. Robert L. Vance
Operations Planning Department
Chicago Transit Authority
Merchandise Mart - Room 707
P. O. Box 3555
Chicago, Illinois 60654



129 + JEX 678

6/8/90

129 + JEX0678

6/8/90